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MOTORSPORT NEWS

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FREE INSIDE!

NATIONAL RACING WALLPLANNER



The season starts here!
Your guide to 2022 UK racing action



Italian team profits as rivals are hamstrung in Bahrain

MAMMA MIA! FERRARI IS BACK



Leclerc fought hard for Bahrain win



Ferrari pounced first in the season opener

By Matt James

Ferrari has laid down a marker to its Formula 1 rivals by dominating the opening grand prix of the season.

Charles Leclerc took his third career victory for the Prancing Horse in the Middle East after an intense battle with Red Bull's Max Verstappen, who later retired with car failure. Leclerc's team-mate Carlos Sainz finished in second position, while Lewis Hamilton inherited third place late on in the event in his Mercedes.

Leclerc said: "Ferrari is back, and it is properly back with a 1-2, where the team should be the last two years. The hard work is paying off and we are there."

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MOTORSPORT NEWS

INTERVIEW

READERS Q&A:
JACKY ICKX

Belgian hero tackles your posers, p20



INSIGHT

RALLY ACE HENDERSON'S NEW VISION

Indian summer for rally convert, p26



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COMMENT

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The Ferrari crew was overjoyed at a top-two lockout at the maiden GP of the season

F1 STRIKES THE RIGHT NOTES

The memories of Abu Dhabi in 2021 were put firmly to bed on Sunday in what was an excellent grand prix. Ferrari was to the fore, Mercedes was in the mire and Red Bull was in crisis in a race that had dramas by the bucket load

There is always something satisfying when Ferrari wins, but even the Italian team could not have expected its 1-2 finish, the first it has taken since 2019.

But the pace of the red machines was genuine and Charles Leclerc has marked himself out as a future World champion. Given the trials of the rival teams, this could be his moment to pounce – and Carlos Sainz is likely to be hard in his wheeltracks.

The most pleasing aspect of the entire grand prix was the way the Formula 1 cars were able to pass and repass each other.

The mid-race scrap between Max Verstappen and Leclerc was thrilling edge-of-the-seat stuff, and it was a level of competition that has been absent from grand prix racing for far too long.

The new rules might have caused headaches for the engineers and some of the drivers, but they have certainly shaken up the on-track action. If that can be maintained throughout the season, then Formula 1 will give itself the biggest shot in the arm possible. With global TV audiences at their highest level ever, then the increase in action has come just at the perfect time.

The incumbent of our readers' Q&A hot seat is a true legend of motorsport, Jacky Ickx. The Belgian maestro has a deft touch with the throttle and was a frontrunning Formula 1 driver in the 1970s before switching his focus to sportscars. His silky skills proved to be perfectly matched to endurance racing and Le Mans and he was the benchmark for nearly a decade. Our interview with Ickx starts on page 20.

Also in this issue is our traditional National Racing Wallplanner, which is a great way to map out where you want to go in 2022. We have also picked out some of our favourite events to whet the appetite, and that insight begins on page 18. Let us know what your favourites are. Simply email the address below.

Finally, don't forget to make your voice heard in our hunt for the greatest rally machine of all time. Check out page 33 for details of how to get involved.

Matt James

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Readers' Q&A: Le Mans hero Jacky Ickx

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FORMULA 1 REPORT: BAHRAIN

Photos: Motorsport Images



Leclerc had to battle hard to maintain first



Thirsty work: the two Scuderia drivers celebrate on the podium

FERRARI PREFORMS A PERFECT DESERT STORM

The Scuderia prevails as Red Bull falters. By **James Roberts**



Lewis Hamilton took an unexpected third place



Kevin Magnussen delighted Haas with a fifth-place finish

F1 RESULTS

Bahrain Grand Prix,
Laps: 57 Distance: 308.238km Track: Sakhir

	DRIVER	TEAM/CAR	TIME
1	Charles Leclerc	Ferrari	1h37m33.584s
2	Carlos Sainz	Ferrari	+5.598s
3	Lewis Hamilton	Mercedes	+9.675s
4	George Russell	Mercedes	+11.211s
5	Kevin Magnussen	Haas-Ferrari	+14.754s
6	Valtteri Bottas	Alfa Romeo-Ferrari	+16.119s
7	Esteban Ocon	Alpine-Renault	+19.423s
8	Yuki Tsunoda	AlphaTauri-Red Bull	+20.386s
9	Fernando Alonso	Alpine-Renault	+22.390s
10	Guanyu Zhou	Alfa Romeo-Ferrari	+23.064s

11 Mick Schumacher (Haas-Ferrari) +32.574s; 12 Lance Stroll (Aston Martin-Mercedes) +45.873s; 13 Alex Albon (Williams-Mercedes) +53.932s; 14 Daniel Ricciardo (McLaren-Mercedes) +54.975s; 15 Lando Norris (McLaren-Mercedes) +56.335s; 16 Nicholas Latifi (Williams-Mercedes) +61.795s; 17 Nico Hulkenberg (Aston Martin-Mercedes) +63.829s; 18 Sergio Perez (Red Bull) 56 laps/engine; 19 Max Verstappen (Red Bull) 54 laps/engine; 20 Pierre Gasly (AlphaTauri-Red Bull) 44 laps/engine. **Drivers' Championship:** 1 Leclerc 26 points; 2 Sainz 18; 3 Hamilton 15; 4 Russell 12; 5 Magnussen 10; 6 Bottas 8. **Constructors' Championship:** 1 Ferrari 44 points; 2 Mercedes 27; 3 Haas 10; 4 Alfa Romeo 9; 5 Alpine 8; 6 AlphaTauri 4.



Norris and team-mate Daniel Ricciardo both struggled

Formula 1's long-awaited new era finally arrived in Bahrain and delivered Ferrari's first victory for 45 races. It was the 85th 1-2 finish for the Italian team and its first season-opening triumph for 12 years. As the fireworks lit up the night sky, Monaco's Charles Leclerc crossed the finish line ahead of team-mate Carlos Sainz. It gave the many Ferrari fans around the world something to cheer about at last.

Following on from testing and the opening day's practice running, the chat in the Sakhir paddock was that Red Bull would be the team to beat. After qualifying on the front row, Max Verstappen was indeed Leclerc's biggest threat for the race win. But just a few laps from the chequered flag a fuel problem with Verstappen's power unit forced the reigning World champion into the pits to retire, robbing him of second place.

In a second cruel twist of fate for Red Bull, his team-mate Sergio Perez – who was now up to third – suffered a similar engine fault, and he spun at Turn 1 on the final lap. The beneficiary of the double retirement for Red Bull was none other than Lewis Hamilton who took the final spot on the podium. The 183rd of his career.

You could argue the first race in this new era was a success if the objective was to change the form book. But as the desert dust settled

on the Bahrain International Circuit, a few drivers were unconvinced as to whether the highly anticipated regulation changes offered the opportunity for better wheel-to-wheel racing.

It could just be that one of the dissenters, McLaren's Lando Norris suffered a miserable race, which he spent most of the time on the medium tyre, and finished 15th. "It wasn't as good as I was hoping," said a dejected Norris afterwards. "You still approach another car and slide at the rear and lose downforce."

In contrast, it was impossible to wipe the smile off Kevin Magnussen's face. With a surprise 11th-hour call up to return to Haas to replace their Russian pay driver, 'K-Mag' was delighted with fifth place and even said in hindsight he could maybe have done more to challenge the Mercedes. What odds would you have got on Haas ending the first race of the season third in the constructors' championship? The change of drivers has given the whole team an enormous boost, immediately reversing the misery of the past 12 months.

Those endorsing the new rules will point to the exciting battle for the lead, which changed hands six times over three laps. But whether that was more down to DRS – which appears more powerful this year – is debatable. Leclerc led the opening stint of the race from Verstappen and after the first round of pitstops, the Dutchman closed the gap to make a move for the lead into Turn 1 on lap

17. The Ferrari then re-passed Verstappen on the next straight, with DRS into Turn 4. A similar occurrence took place the following lap and again on lap 19.

Afterwards Leclerc said he was "clever" in the duel saying that he braked earlier into Turn 1 to ensure he was behind Max at the DRS detection line for the next zone.

Despite that period of excitement, Leclerc looked in control up front as Verstappen was suffering with his brakes. However an opportunity to have one last attack emerged when the safety car was deployed late in the race.

The sight of a driver leaping away from a car on fire on the exit of Turn 3 immediately brought back flashbacks of Romain Grosjean's awful shunt. On this occasion a conflagration in the power unit in Pierre Gasly's AlphaTauri caused him to stop at the side of the road with 10 laps to go.

But Verstappen's charge was halted as his steering had been hobbled, caused by a suspected broken track rod when his car was dropped from the jack on his final pitstop. That issue in combination with the problems getting fuel into his motor brought the start of defence of his World title to a premature end.

As the paddock was cleared away ready to be flown to Jeddah for next weekend, the drivers with the World crown in their sights were both dressed in red.

"It's where Charles and I want to be," said Sainz. "We want to be in a position fighting for a championship and we have the car to do it..."

Poor form for McLaren can be traced back to lacklustre test runs

McLaren's disappointing start can partly be put down to time lost in testing, but the team admits there is a lot of work to be done.

Lando Norris managed a lowly 15th in Bahrain while Daniel Ricciardo – who missed testing because of Covid – was only one place ahead. Lack of

running in the test was caused by overheating brakes which meant they didn't get the chance to hone a set-up for the Sakhir track.

While the car isn't suffering from the porpoising that other teams have endured, work is needed to improve both downforce and mechanical grip.

"We were a bit on the back foot with what happened to us at the last test, missing out on a lot of laps," said team principal Andreas Seidl.

"We miss a second to Mercedes," he added. "It's important now to put all our energy into making sure we find performance as quick as possible."

Wolff admits that Mercedes team needs to find a chunk of pace

Mercedes figures have admitted they are missing "half a second a lap" as the eight-time consecutive constructors' champion was ranked the third-fastest team at the new season's opening race.

The overhaul of the regulations has caused a headache for the Brackley-based outfit which is suffering with

porpoising on the straights.

Although the team benefited from Red Bull's retirement to finish third and fourth in Bahrain, team boss Toto Wolff said the priority now was to "unleash the performance we hope there is in the car."

Lewis Hamilton added: "Those guys

ahead of us are just in another league. We'll need to make improvements, given where we've been the last few weeks and the struggle we have had. The car has been a bit of a nightmare to drive."

There is little turnaround with the second round of the season taking place in Saudi Arabia this coming weekend.

RACING NEWS



Sainz has a fresh F1 deal

RUNNER-UP SAINZ NEARS NEW FERRARI CONTRACT

Spanish racer Carlos Sainz is on the verge of inking a new deal to remain with Ferrari for an unspecified period.

Sainz, who joined the Italian team in 2021, has been in talks with his bosses for several months about extending his tenure at the Italian team. Team principal Mattia Binotto added: “I think we found an agreement. It’s only a matter to translate it into paper.”

Despite the fresh agreement nearing, Sainz himself was left frustrated with his run to second place in Bahrain and has promised a more competitive performance in this weekend’s Saudi Arabian Grand Prix.

He said: “As a Ferrari driver it’s been my most difficult weekend and it just shows that I need to put my head down, understand this car, understand where is Charles making the difference with his driving and the way that he’s approaching the corners and driving the tyres, also in the race. I need to improve if I want to fight for a win and I will put my head down and try to do some steps coming into Jeddah. Can I improve it from one weekend to another? I think I can improve it.”

RED BULL PROMISES INQUEST INTO BAHRAIN DOUBLE RETIREMENT

Team boss Christian Horner says fuel issues will be fixed by this weekend’s second round

Photo: Motorsport Images



Verstappen was forced to retire

By Matt James

Red Bull Racing boss Christian Horner said that the late retirement of both Max Verstappen and Sergio Perez was the title-winning team’s “worst nightmare” in the Bahrain Grand Prix

Verstappen had been battling for the win with Ferraris Charles Leclerc when his machine was struck by a suspected fuel pump issue with two laps to go. One tour later, the same problem afflicted Perez’s car and he spun to a halt. It meant the squad missed out on a potential 30 points in the constructors’ championship

Horner told Sky Sports: “I can’t remember the last time that happened to us, but it’s obviously your worst nightmare. It’s hugely disappointing, not only to lose a podium with Max but on the last lap to lose a podium with Checo as well. [It was] a brutal finish, that race for us. What looked like a decent haul of points

suddenly evaporated in the last couple of laps there.”

Horner said that a rapid investigation would take place before the next grand prix of the season in Saudi Arabia this weekend. He said: “We just need to get the cars back, get the fuel system apart and understand, because we know the fuel was in there. That’s frustrating. We just need to get on top of this issue and fight back next weekend.”

Despite the reliability worries, Horner said he had been encouraged by the speed of the chassis, which had helped Verstappen to fight for first place in the middle of the race.

“I think the positive side for us is we had a very competitive car,” said Horner. “I don’t think we had quite the pace of Charles today, but some great racing between Max and Charles. We were fighting for the race win at different points. It’s a long, long season, 23 races. We’ll get this behind us and get stuck into the next event.”

HULKENBERG MIGHT GET ANOTHER ASTON MARTIN SHOT

Nico Hulkenberg is on stand-by to replace Sebastian Vettel again at Aston Martin this weekend as the German is recovering from a bout of Covid which forced him to miss the season-opening Bahrain Grand Prix.

The German tested positive in the build-up to the grand prix and Nico Hulkenberg was drafted in to race in the

desert. Hulkenberg, who last raced in F1 for Racing Point on two occasions in 2020, finished in 17th position in Bahrain.

Vettel was able to conduct certain work with the Lawrence Stroll-owned team and was present via a video link-up. “He was participating in the debrief, he was sounding less rough

than he was sounding a couple of days ago,” team principal Mike Krack said. “But we do not know [if he will be recovered in time for this weekend]. We will see how he goes for the next days. We hope he will be back soon.”

The next race on the Formula 1 schedule takes place in Saudi Arabia this weekend.



Hulkenberg stepped into the Aston Martin

BEARMAN MISSES OUT ON F3 WIN AFTER PENALTY

Briton Oliver Bearman was denied a maiden FIA Formula 3 win in Bahrain on Saturday when he was penalised for straying over track limits on the desert track.

The five-second censure for the Prema driver dropped him to second in the results behind winner Isack Hadjar, who is driving for the Hitech team. Alexander Smolyar was third while Zak O’Sullivan, also making his debut in the formula, was sixth for Carlin.

Glory in the feature race went to Victor Martins, who held off a late attack from Prema’s Arthur Leclerc. The podium was completed by Gregoire Saucy in an ART 1-3 finish.

Bearman was sixth in the results with Trident racer Jonny Edgar in 11th place. O’Sullivan was 18th.

Martins leads the standings by a single point ahead of Leclerc. The next F3 round it at Imola on April 23-24.



Brit Bearman was demoted



Newgarden left it late to pounce

NEWGARDEN LEAVES IT LATE TO CLAIM INDYCAR WIN

Team Penske driver Josef Newgarden put a last-corner pass on his team-mate Scott McLaughlin to win the second round of the IndyCar season at the Texas Motor Speedway.

The American was able to close in on the leader when McLaughlin was held up in traffic and benefited from three caution periods to make

his move right at the end of the race. Former Formula 1 driver Marcus Ericsson was third in his Chip Ganassi car. Briton Callum Ilott was 16th.

After stepping out of the car, two-time title winner Newgarden said: “I’m telling you, I was yelling. I was on the radio way before the line, which I don’t

normally do. You don’t do that. You stay in the race. “I was just so pumped up that the car was sticking, I wasn’t flying towards the fence. But I’ve never had a race end that way. I’ve never been in a position to capitalise on that type of victory.”

McLaughlin leads the points standings ahead of Will Power, also a Penske racer.

POURCHAIRE GRABS POINTS ADVANTAGE WITH F2 VICTORY

Theo Pourchaire is top of the Formula 2 standings after the opening brace of races in Bahrain last weekend.

The ART Grand Prix driver survived two safety car periods in the longer race to hold off Carlin’s Liam Lawson to the line, which Hitech driver Juri Vips completed the podium.

The leading British driver was

Jake Hughes, who brought his Van Amersfoort car home in ninth spot.

The opening sprint race honours went to Richard Verschoor, who grabbed top spot on the opening lap in his Trident machine and was not headed. Second place went to Prema’s Jehan Daruvala and Lawson was third. Oli Caldwell was the leading Briton in 19th position, and Hughes didn’t finish.



Pourchaire held his nerve to win the longer of the F2 races

RACING NEWS

Photos: Motorsport Images

OBITUARY

Kunimitsu Takahashi 1940-2022



Honda at Le Mans

Sportscar ace and motorcycle racing star Kunimitsu Takahashi died last week aged 82.

The Japanese was the first rider from his nation to win a World Championship motorbike grand prix when he took the German race in the 250cc division at Hockenheim in 1961 and he went on to finish fourth in the points table. He switched his focus to four-wheeled sport in the mid-1970s and was a race winner in the Super Japan single-seater category during a 20-year stint in the class. He also appeared in the Japanese Grand Prix in 1977 at the wheel of a privately-run Tyrrell and he finished ninth.

Takahashi was a four-time title winner in the All-Japan Sports Prototype Series and was a regular at Le Mans. His best result at La Sarthe was at the wheel of a Honda NSX alongside Keiichi Tsuchiya and Akira Iida in 1995, when they crossed the line in eighth and claimed the LM GT2 class.



The Alpine was the form car throughout the weekend



Lopez suffered heavy accident

ALPINE TAKES VICTORY IN SHORTENED SEBRING WORLD SPORTSCAR CLASH

French trio of drivers claim first WEC win as Toyota Hypercar has huge accident

By Matt James

Nicolas Lapierre, Andre Negrão and Matthieu Vaxivière broke their World Endurance Championship duck in the Sebring 1000 Miles last weekend in a race which was marred by storms and a big accident.

The race was halted for 30 minutes when leader Jose Maria

Lopez, who was sharing his Toyota Hypercar with Michael Conway and Kamui Kobayashi, crashed heavily at Turn 15 after earlier making contact with a backmarker. At the restart, the Alpine A480 crew, which had started from pole, took advantage when the leading remaining Toyota of Sebastien Buemi, Brendon Hartley and Ryo Hirakawa was forced into the

pits for an emergency fuel stop. It eventually regained ground to finish in second spot.

The race was halted again due to storms in the region and was restarted for a 36-minute sprint, but more bad weather meant the race was stopped again with 14 minutes left. The Glickenhaus 007 of Olivier Pla, Romain Dumas and Ryan Briscoe rounded out the podium.

“We’ve been expecting this [win] since last season,” said Negrão. “We started on the right foot here in Sebring. It was a tough race for everyone, red flag and then green, and then red again... congratulations to these boys [the other two drivers], amazing job from the team as well. It’s crazy.”

Victory in LMP2 went to the United Autosport Orcea of

Josh Pierson, Paul di Resta and Oliver Jarvis (see separate story).

GTE Pro honours went to Porsche with Kevin Estre and Michael Christensen driving, narrowly ahead of the Corvette of Brit Nick Tandy and American Tommy Miller.

Brit David Pittard won GTE Am in an Aston Martin, partnering Paul Dalla Lana and Nicki Thiim.

AMERICAN TEENAGER MAKES HISTORY WITH LMP2 VICTORY

Sixteen-year-old Josh Pierson made sportscar racing history as the World Endurance Championship’s youngest winner at Sebring by claiming LMP2 honours alongside Brits Oliver Jarvis and Paul di Resta.

Pierson, who began his single-seater career in the US F1600 series in 2020, is twinning a campaign in the Asian Le Mans

Series with the LMP2 division of the World Endurance Championship in the Oreca 07-Gibson.

The Oregon driver, who only turned 16 on February 14, was tasked with a triple stint at the beginning of the race in Florida and his performance drew praise from his two more experienced team-mates.

Jarvis said: “What an amazing start to the year. I just want to say a huge thanks to the team, they’ve done a phenomenal job all week and what a way for Josh to start his WEC career, with a win. At 16 years of age as well.

“A big thanks to Paul too. He did a lot of the hard work during that race.”



Pierson (right) was praised by di Resta and Jarvis (l)



FRESH PAINT JOB FOR BTCC BMWs

The two WSR-run British Touring Car Championship BMWs of racers Colin Turkington and Stephen Jelley will revert to a predominantly white colour scheme for this season’s competition. “It’s always an exciting when we showcase our new livery for the season,” said Dick Bennetts, team principal. “It’s no different in 2022 and this year we have two extra factors in both the move to hybrid powertrains and greater sustainability as well as celebrating BMW M’s 50th anniversary.”

MODERN-DAY NASCAR TO TACKLE LE MANS IN 2023

The bosses of NASCAR and leading team Hendrick Motorsports have revealed a plan to enter a Next Gen Chevrolet Camaro ZL1 in next year’s Le Mans 24 Hours.

The car will take up the Garage 56 slot and will commemorate the efforts of Bill France, who took two big-block American racers to the 24-hour race in 1976, where neither finished the event.

Details the driver line-up and the precise technical elements of the car have yet to be revealed.

NASCAR boss Jim France, son

of Bill, explained: “From the early days of NASCAR, it was important to my father that we played a visible role in international motorsports, and there is no bigger stage than the 24 Hours of Le Mans.

“In partnering with Hendrick Motorsports, Chevrolet and Goodyear, we have the winningest team, manufacturer and tyre in NASCAR history. We look forward to showcasing the technology in the Next Gen car and putting forward a competitive entry in the historic race.”



A Hendrick Chevrolet will tackle the 2023 Le Mans 24 Hours



Yours for a song: Mansell’s famous Ferrari 640 F1 racer

MANSELL’S F1 FAVOURITES TO GO UNDER THE HAMMER

A collection of Nigel Mansell’s cars, including two race-winning Formula 1 cars, will be auctioned by RM Sotheby’s at Monaco in mid-May.

The 1992 World champion’s Ferrari 640, chassis 109, which he used to take wins at the 1989 Brazilian and Hungarian grands prix, will go under the hammer in the event that will take place on the same weekend as the Monaco Historique races. The estimate for the Italian machine is between 2.5 and

five million euros

Mansell’s 1991 Williams FW14 chassis 05, in which the Briton took five victories, is also due to go up for sale. This is expected to fetch between 1.5 and 3 million euros.

Included in the auction is also the Grand Prix Masters Reynard that Mansell handled in 2005, plus a South African kit car called a Birkin 7 Sprint, based on the Lotus 7, and a rare 1992 motorcycle-engined sportscar, a Modulo.



FF1600 champ on move

CHAMP MACLENNAN AIMS FOR LE MANS WITH GT CUP SWITCH

National Formula Ford 1600 champion Neil MacLennan is returning to full-time racing this year in GT Cup as a step towards his ambition to race at Le Mans.

Inverness racer MacLennan, 23, took a dominant 2020 National FF1600 title with Kevin Mills Racing then, having sat out most of 2021, returned to challenge for victory in last year's Formula Ford Festival.

MacLennan this year will race a Valluga Racing Porsche GT4 Clubsport alongside Irishman Cameron Fenton in GT Cup's GTH category. The series features 25-minute sprints and 50-minute driver-change races, and starts at Donington Park on April 9-10.

MacLennan said: "[I] definitely see it as a first step in my ambition to one day race in the legendary Le Mans 24 Hours and follow in the footsteps of Scottish drivers like Ron Flockhart and Ninian Sanderson plus, more recently, the late Johnny Dumfries and fellow Dumfries racer Allan McNish. GT Cup is a series I have always wanted to be in.

"I ran some laps in the Valluga Porsche for the first time in an official GT Cup test at Donington Park [last week]. I was able to clock up almost 80 trouble-free miles and very importantly get to know the team."



Hankey (r) joins Hopton

HOPKIN ADDS HANKEY FOR SECOND GT CUP YEAR

Mark Hopton will be joined by British GT champion Euan Hankey as Hopton returns for a second GT Cup season this year in a Greystone GT GTH-class McLaren 570S GT4.

Hopton in his debut full GT Cup season drove alongside Adam Carroll. Greystone GT's full-season GT Cup 2022 line-up now stands at four cars.

"I'm approaching my second season in a totally different frame of mind," Hopton said. "In Euan I have a co-driver who, as a factory McLaren driver, probably amassed more miles in the 570S GT4 than anyone else, and is the absolute model professional who I can learn a lot from. The target for this year is to get some podium finishes and continue to develop."

TOYOTA PICKS YOUNG GUNS FOR BRITISH GT4 TITLE BID

Speedworks-run outfit bags GT4 champion Mitchell and Ginetta Junior frontrunner Edgar

Photos: Jakob Ebrey, Italian GT Championship



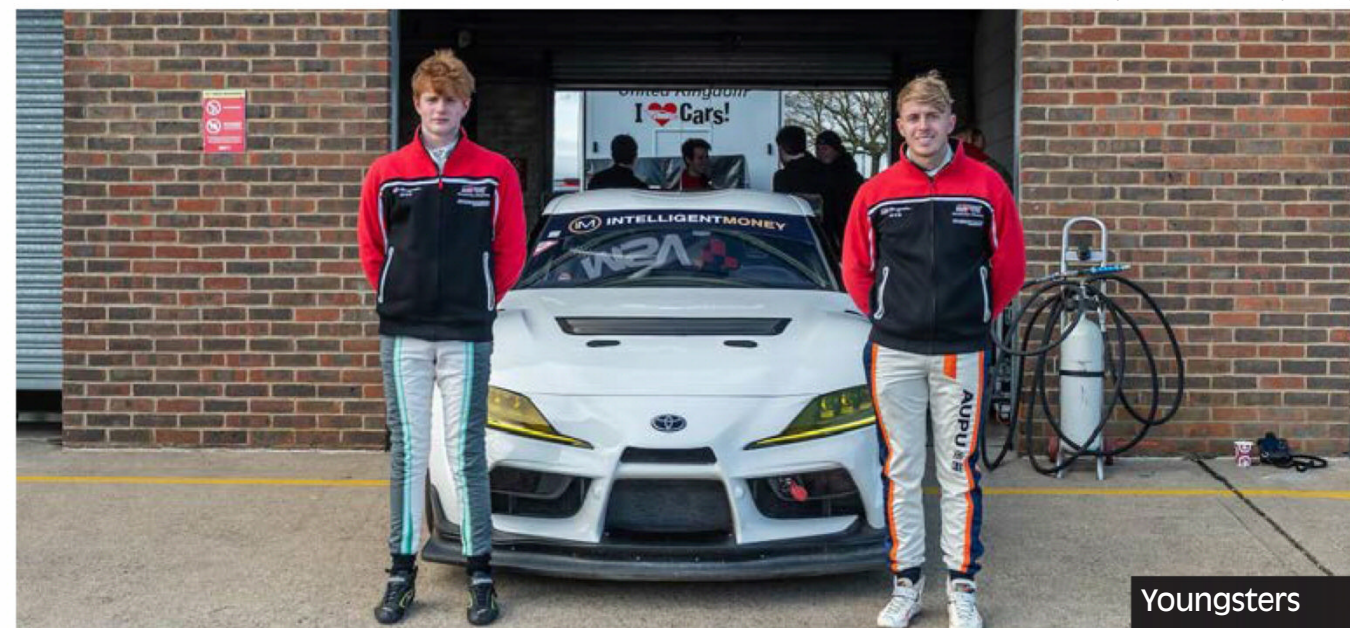
Toyota's British GT effort has a fresh new driver line-up

By Graham Keilloh

Toyota Gazoo Racing UK has unveiled an all-new and strong-looking British GT driver pairing of GT4 champion Jack Mitchell and teenager Tom Edgar that will seek this year's GT4 title.

Mitchell, who as well as claiming 2018's GT4 title has

won a British GT race overall in 2020 with 2 Seas, will share the Speedworks-run Toyota GR Supra GT4 with 17-year-old Edgar. Belfast-born Edgar took two Ginetta Junior race wins early last year though had to quit the campaign at the midway point after triggering a three-month ban for accruing 12 licence points within a 12-month



Youngsters bring pedigree

period. Mitchell, 23, coached Edgar in Ginetta Juniors.

The 430bhp Supra has been a leading British GT4 contender over the past two years, and the Toyota effort has been unlucky not to claim better results.

The outfit ended last season with John Ferguson and Jamie Caroline driving, who for 2022 have switched to a British GT3

RAM Mercedes.

Team principal Christian Dick said: "[Mitchell and Edgar] are clearly up-and-coming talents with a great deal of potential, and their existing relationship means there should be minimal time spent getting used to working together which, as we all know, is half the battle in GT racing. "I have no doubt that the

knowledge [Mitchell] can bring from his previous experiences in the championship will be hugely beneficial as we seek to put together a consistent title challenge.

"[Edgar's] first laps behind the wheel of the Supra were also extremely encouraging. I have very high hopes for the pair of them."

FORMULA WOMAN WINNERS AND TEAM CONFIRMED

The four Formula Woman competition winners have been selected to race in this year's GT Cup and DTO Motorsport has been confirmed to run the Formula Woman GT Cup Team.

From 800 applicants and months of on and off track assessments, Erika Hoffman from Canada, Jodi Sloss from Scotland, Anushriya Gulati from India and Sara Misir from Jamaica prevailed to get a seat

in one of two Formula Woman McLaren 570S GT4s in the 26-race GT Cup. In addition Steph Sore and Amy Riley, both from England, have been selected as reserve drivers.

The assessments culminated with 75 finalists competing at PF International karting track and Croft circuit, from which 10 finalists and one wildcard progressed to a shootout in Sweden.



Four racers and two reserves were picked from 800 applicants for GT Cup effort



Middleton returns for Sprint

RIISING STAR MIDDLETON BACK FOR TITLE BID

British Racing Drivers' Club Rising Star Stuart Middleton is returning for a second Italian GT campaign this year in an Imperiale Racing Lamborghini Huracan competing in the Sprint championship. Middleton finished runner-

up in the Italian GT Endurance Championship last year in his first season at full GT3 level plus, still with Imperiale, raced in selected outings in the sister Sprint contest. He now returns for a Sprint title bid.

The 22-year-old from Northumberland continues

alongside Alberto Di Folco and remains part of the Lamborghini GT3 Junior Programme.

Middleton said: "It's a mega opportunity. Looking at our pace from last year, we can say we've got a pretty good shot at the title."

CHAMPION CARRERA LINE-UP FOR TORO VERDE

British GT champion Jake Giddings and reigning Ginetta GT Academy Rookie champion Angus Whiteside will race in Porsche Carrera Cup GB this year with category newcomer squad Toro Verde GT.

They join returning Porsche Carrera Cup GB Am class race-winner Peter Kyle-Henney at the team.

Giddings, who did a one-off Carrera Cup GB weekend in 2018, said: "I've always wanted to do the series – I struggled with getting budget for a couple of years.

"The competition is close, and you get a real sense of reward if you do well in it. You get more of a reward when you start hooking this car up compared to a GT4 and the brakes have been

a big thing for me to get used to."

Whiteside added: "It's the biggest and fastest single-make championship in the UK, so if you're going to make a name for yourself it's probably the place to do it.

"[The car is] an absolute riot to drive. Every time I walk into the garage, I can't believe I am doing this."



Whiteside and 2014 British GT4 champion Giddings are in

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WORLD**

RACING NEWS

Photos: Motorsport Images, Jakob Ebrey

EATON TO RETURN TO RACING IN REVOLUTION

Eaton to make comeback after back injury in the Sports Prototype Cup alongside Sir Chris Hoy

By Graham Keilloh

Abbie Eaton will make her return to racing after her back injury in next month's Sports Prototype Cup season opener at Zandvoort making her debut in the high-performance Revolution A-One.

Eaton has been recovering after fracturing back vertebrae at W Series' Circuit of the Americas meeting late last season. The Sports Prototype Cup started in the UK in 2019 with a class for the then-new A-One, and since has grown into an international contest and the Revolutions have supported Formula 1 and World Endurance Championship races.

Given her ongoing recovery, Eaton will share the drive in Zandvoort's pair of one-hour races on April 9-10 with Jorge Calado, from the Carfection YouTube channel.

And Eaton at Zandvoort will race alongside Olympic cycling legend



Olympic legend Hoy is back for another year in Revolution

Sir Chris Hoy, who is starting his fourth season in the Revolution.

Eaton said: "It'll be my first time on track in a proper race car since the accident, so I can't wait to see how my physiotherapy and rehabilitation is paying off. I need to learn where I am in the process and what areas are good, and what areas I need to target more to be strong on track again."

"Returning to Zandvoort is a real treat. After racing there in W Series for the first time last year, I think it's become one of my new favourites. I've seen the Revolutions on track a few times and they always look fast, so I'm intrigued as to how they perform from a first-hand perspective and am grateful for the opportunity."

OBITUARY

Tim Jackson 1953-2022

All at Motorsport News were sad to learn that Renault UK's popular former PR director and motorsport manager Tim Jackson passed away last week at the age of 68.

Jackson was a highly influential figure in UK motorsport and oversaw

the introduction of the likes of the Renault Clio Cup and Formula Renault UK, the latter including Lewis Hamilton, Kimi Raikkonen and Jason Plato among its graduates.

Under Jackson's stewardship Renault also

claimed 1997's British Touring Car Championship with Alain Menu plus the 1998 and '99 British Rally Championship crowns with Martin Rowe and Tapio Laukkanen respectively.

Jackson retired from Renault in 2011 but continued

his motorsport involvement as a non-executive director at governing body the then Motor Sports Association.

All at MN extend their condolences to Jackson's wife Ann, children Tim Junior and Helen, and the rest of his family and friends.



Jackson was influential



Manning is promoting initiative for racing participants to offset carbon

MINI MAN MANNING GOES GREEN

Mini Trophy racer Paul Manning will promote greener racing this season via an initiative designed to help race teams offset their carbon emissions.

Manning will again race with Mannpower Motorsport, which is headed by his son James, as he heads into his fourth Mini Challenge season.

The 50-year-old this time though races a new-build car that will promote the new Racing Carbon Neutral initiative, which gives teams and other participants the ability to offset their carbon emissions by purchasing carbon offset credits.

Organising clubs and individual championships

can also register on the platform.

Manning said: "We all need to do our bit to help slow the threat of global warming, and we hope that a number of championships and race teams will sign up this season and see the value of being able to promote themselves as being more environmentally friendly."

ELITE RECRUITS DRIVERS FOR GINETTA TITLE ASSAULTS

Youngsters Josh Rattican and Tom Emson are both aiming to continue Elite Motorsport's Ginetta GT4 Supercup title glory this year after confirming their continuation with the squad for 2022.

Rattican, 18, and Emson, 19, finished second and sixth respectively in last year's standings behind champion Elite team-mate Adam Smalley.

Team owner and manager Eddie Ives said: "I'm confident both will be vying for this year's drivers' title. Josh had a phenomenal first season in Supercup with us last year. I'm certain that Tom's maiden Supercup victory in the very last

race of 2021 will be the springboard for future success."

Multiple-champion Elite has also confirmed five of its six Ginetta Junior drivers for 2022, with the retained Joe Warhurst, Aqil Alibhai who switches from Breakell Racing, winter series debutants Mckenzie Douglass and William Macintyre, plus karter Kanato Le.

Elite also bids for a third-successive Ginetta GT5 teams' championship title with regulars Harley Haughton, Harry Mangion and Karim Sekkat plus Ginetta Junior graduate Will Jenkins.



Rattican is hoping to go one better in 2022 Ginetta GT4 Supercup

IN BRIEF

Faria recruited

GB3 race-winner Roberto Faria, who competes in the championship this year with Carlin, has been recruited to 2022's Sauber Academy, alongside FIA Formula 2 frontrunner Theo Pourchaire. Faria said: "Knowing I can rely on the experience and the know-how of a team that developed some of the biggest names in motorsport is huge."

Morales moves

David Morales has become the 20th driver confirmed to race in the GB3 championship in 2022 after confirming a switch from British Formula 4 with Arden Motorsport. The 18-year-old American competed with Arden in British F4 in the second half of last year's campaign, in which time he took two podium finishes.

Hillspeed on hold

Hillspeed has elected to skip the GB4 championship's opening round at Snetterton next weekend and start its campaign at Oulton Park's mid-April round two, when GB4 first runs on the British GT package. This is intended to provide a more competitive budget for prospective young drivers racing for the team.

Brown bullish

Lewis Brown is aiming for the Mini Challenge JCW title after confirming a switch to Graves Motorsport to race alongside Max Coates and Bradley Gravett among others. Brown, 23, finished third in last year's standings with LDR Performance Tuning. "Last season ended up being a case of what might have been," he said.

Assetto line-up

Assetto Motorsport has confirmed its four-strong driver line-up for 2022's Ginetta Junior championship. Second-year contender Harri Reynolds is joined by winter series debutants Liona Theobald and James Wyres plus newcomer Ella Lloyd. Darren Leung meanwhile will step from the Ginetta GT Academy to Ginetta GT4 Supercup this season with Assetto.

Three for SVG

Reigning Ginetta GT Academy champion SVG Motorsport has confirmed its three-car entry with which it will defend its crown. Ginetta returnees Lee Frost and Alistair Barclay will be joined by debutant Lilly Brame. Toby Trice took the GTA crown with the team last year.

RALLY NEWS

ARMSTRONG AIMS TO GAIN AN EDGE OVER HIS JWRC RIVALS WITH AZORES RETURN

Northern Irishman enters mid-Atlantic Ocean gravel showpiece in Ford Fiesta Rally3



ESSENTIALS

Azores Rallye

March 25-27

ERC round 2/8

Base: Ponta Delgada, Sao Miguel island

Surface: Gravel, some Tarmac

Stages: 14

Distance: 127.45 miles

Armstrong will tackle his second Azores Rallye this weekend in a Fiesta R3 to build on his knowledge base

By Graham Lister

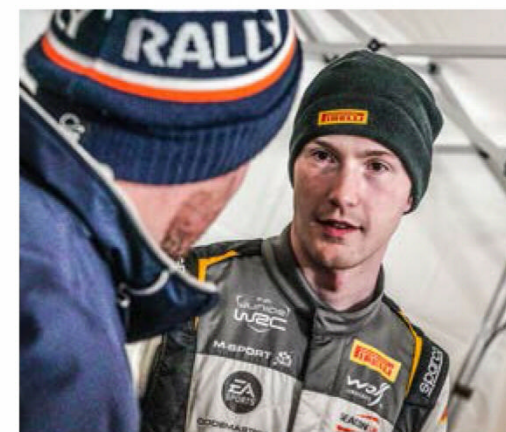
Jon Armstrong is hoping to gain the upper hand over his Junior World Rally Championship rivals by contesting the European championship-counting Azores Rallye this weekend.

Northern Irishman Armstrong heads the Junior WRC order following his class victory on Rally Sweden last month, only his second outing in a Ford Fiesta Rally3, the new JWRC base car for this season.

He's entered the Ponta Delgada-based rally, round two of the 2022 ERC season, to build his experience aboard the M-Sport Poland-built machine on lower-speed gravel stages, which are similar in nature to some of the roads he'll experience on the JWRC rounds in Portugal and Greece later this year.

"Given there's a lot of gravel events in the Junior WRC and two slower, technical, events in Portugal and Greece, the Azores is a good way to get into the swing of things early on in the season and get my head around that style of driving," said the 27-year-old, who will be co-driven by Irishman Bryan Hoy. "Maybe it will give us a little bit more confidence for the remainder of the year."

Armstrong failed to finish on his last visit to the Azores back in 2015, retiring his Peugeot 208 R2

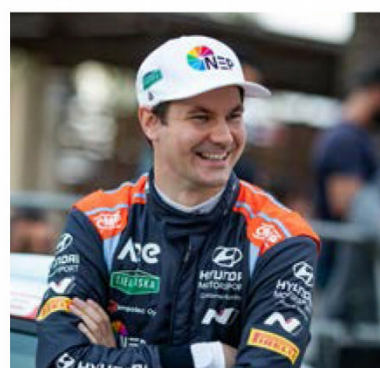


Armstrong: wants mileage

with a mechanical failure.

He's hoping for a more productive trip second time round. "It's new for me driving four-wheel drive in those conditions and on those style of roads so there will be lots of things for me to learn and lots of things for Bryan to learn as well. It will be a big challenge, it's a very tricky event and the weather conditions can change very quickly between each stage so it's going to be a case of just trying to get to the finish if the conditions are bad. But it's a good opportunity that we've been given and our sponsors have been very good to try to help us out to get more seat time and try to prepare better for the rest of the season."

"The new ERC format looks really good and it's an exciting time to try an event in the championship."



Suninen: plenty of miles

HYUNDAI ROLE HELPS SUNINEN TO SEASON IN THE SECOND TIER

Teemu Suninen reckons the opportunity to test regularly and play a role in the development of Hyundai's i20 N Rally2 challenger will help to make up for the lack of a Rally1 seat in 2022.

Suninen, a podium finisher at the World championship's top level with M-Sport, will contest a season in the second tier with the factory supported RedGrey Team from Estonia starting from Rally de Portugal in May.

"The opportunity to take part in regular testing and play a role in the development of the car was the reason why this was an attractive offer for this year," said Finn Suninen. "I have the potential to not only create a competitive package, but also grow as a driver."

Paraguayan driver Fabrizio Zaldivar will partner Suninen in a second entry.

MORGAN BACKS LINNAMAE TO MAKE WRC2 GRADE

Welsh wingman James Morgan is expecting big things from Estonian driver Georg Linnamae during 2022 following their impressive showing on the recent ERC season opener in Fafe.

Linnamae and Morgan were in the lead fight until a misting windscreen dropped them back before a double puncture prior to the powerstage meant they were

unable to prevent Armindo Araujo and Luis Ramalho from snatching second place on the deciding run.

The pairing, who joined forces for the first time in 2021, will focus on their WRC2 campaign for the remainder of the year with the Croatia Rally in April up next on their schedule.

"Everything is improving, Georg is improving, the team

is improving and everything is going in the right direction," Morgan said. "I think we'll have a good end to the year and get to the front in WRC2 because we're still learning at the moment. It was good to see Georg come up to speed and challenge consistently at the front, that shows real progression against a good entry and I played a small part in that."



Co-driver Morgan says Linnamae has impressed with his pace



Loeb battled in the Prodrive Hunter in Abu Dhabi

LOEB BRILLIANCE KEY TO RALLY-RAID LEAD SAYS PRODRIVE HEAD

Sebastien Loeb's World Rally-Raid Championship team boss has credited the WRC legend's refusal to give up for moving to the top of the standings of the new-for-2022 series.

Loeb and co-driver Fabian Lurquin finished sixth on the Abu Dhabi Desert Challenge earlier this month to open up a one-point title advantage over Dakar winner Nasser Al-Attiyah. Frenchman Loeb could have finished higher up the order but for time lost when he damaged the drivetrain on his Prodrive Hunter on the opening stage of the event.

Gus Beteli, who heads up the Prodrive-run Bahrain Raid Xtreme

team, said: "To come away in the championship lead is testament to Seb and Fabian that they never gave up and got the end of the first stage, otherwise we would be well behind Nasser in the championship. The terrain on the next three rounds should suit Seb, so we are still on course for our ambition of winning the drivers' title."

Kazakhstan was due to host the next W2RC event from April 24-30 but the event was cancelled last week due to issues resulting from Russia's invasion of Ukraine. The next round is therefore set to take place at the Andalucia Rally in Spain on June 7-12.

SOLANS FAILS IN ERC FUNDING BID

The new-era ERC continues on the Azores Rallye from tomorrow without its main man in action.

Spaniard Nil Solans, the winner of the season opener in Fafe 11 days ago, has failed to secure the budget to compete on Sao Miguel island in the mid-Atlantic Ocean on a rally that begins on Friday.

It means Portugal's Armindo Araujo, who was second in Fafe, is the top seed for the event, rated as one of the most spectacular on the international calendar.

Organisers have attracted a 46-car entry for the international section, while all 14 stages will be available on the WRC+ streaming platform available at wrclplus.com.

GLOVER ALFASUD MAKES BOW ON BTRDA OPENER

Six years of preparation work on an Alfasud finally paid off for Dale Glover when he gave the 1400cc car its debut at the recent Malcolm Wilson Rally.

The Norfolk-based driver originally bought the car in 2009, intending to convert it in readiness to contest the BTRDA Bronze Star series. However, work commitments put the build on hold in 2016 and it was only completed during Covid lockdown in 2020 and '21.

"We hoped to have it ready for [last year's] Roger Albert Clark Rally, but gearbox problems put the plans on hold until now," Glover explained.

The Alfa's specification includes a Brunswick Motorsport-built 150bhp flat-four engine and a sequential gearbox, together with home-designed and built suspension. The reward for this hard work was to see his car crowned as the 'Best Prepared' entry at the BTRDA's 2022 season opener.

"For me, a lot of the fun is preparing my own cars," said Glover. "Lockdown gave me a lot of thinking time and we made several major changes including redesigning the suspension."

Although he failed to finish, courtesy of two damaged bottom steering arms, Glover was happy with the way that the car performed.



Jones will enter his unique Ford Fiesta Proto in series

ASPHALT ACE JONES TO JOIN NATIONAL RALLY SERIES

National Asphalt man sees Fiesta as a good step to R5

By Jason Craig

National Asphalt contender Craig Jones will contest the Motorsport UK National Rally title in 2022, entering his unique Ford Fiesta Proto for the series.

With co-driver Ian Taylor returning from sabbatical to guide the Brecon-based driver, Jones believes that the unique Fiesta is a good stepping stone towards R5 machinery in future.

"I successfully ran a Mitsubishi E9 for the past two years and was always punching above our weight at the sharp end," said Jones.

"I felt I had gone as far as I could in that car so decided to step up trying out a Fiesta. It's not an R5 but just looks like one. It's basically running all E9 engine, running gear and suspension, so it's my old Mitsubishi but it is quicker as it's a lot lighter, I really am aiming at trying to get a proper R5 one day it's just I simply

can't afford the price tag, so I'll just continue punching [above my weight] in this."

Jones admitted that there will be some learning to do along the way.

"My pockets aren't deep enough to go testing and all that jazz, so it'll just be a case of suck it and see. I don't expect to set the world alight but I'm confident we can go fairly well. I'm looking forward to having fun and turn some heads doing it."

EBRC WINNER READY FOR FIRST REAL-LIFE RALLY

Alan Scott – the 2020 eBRC sim contest winner – will start his first-ever stage rally this weekend on the DCC Stages at Ingliston in a Renault Clio.

"It's always been something I've worked towards, I've always wanted to get a rally car but I've never been in a financial position to do that," the 25-year-old told MN. "Thankfully with Covid in my line of work I was still really busy through that, so I managed to save up a few pennies and then treat myself to that."

"But definitely the eBRC win, it almost fuelled it a bit more thinking 'oh well maybe I'm not as shite as I think!' So we'll give it a wee go and see how we go. The dream team is a boy who's played PlayStation a little bit over lockdown and my cousin [Darren Scott] who was sick in my Skoda Fabia doing a road rally, so it's a recipe for WRC success!"

Scott tested his Clio at Knockhill recently (pictured) to shake the car down and get accustomed to it. His season plan isn't confirmed yet but he's likely to stick to Tarmac.

"The car isn't really fit for gravel, so we'll see how the closed roads situation opens up," Scott said. "If there's any more new events that come up that would be the way to go, but I think this year [it's] just single venues, Ingliston will be the first one and we'll take it from there."



Scott gets Ingliston debut

TINDALL MAKES FOUR-WHEEL-DRIVE SWITCH

Twenty-year-old Ewan Tindall will switch to four-wheel drive this season, acquiring a Mitsubishi E9 with the Jim Clark Rally targeted as his first outing.

Tindall, a former John Easson Award winner, considered Rally4 or an older R3 car but decided a "nice B13 car would probably be the ideal". So he looked at N12 or N14 Subarus and Mitsubishi E9 and E10s before settling on an ex-Richard Sykes and Luke Francis E9 that Tindall believes is "the best E9 you can buy for the gravel in the UK".

"But we're going to go



Tindall reckons he's got best E9 you can buy

and do some Tarmac with it," he told MN. "We'll pick and choose some events I fancy doing. It's mainly closed roads I'm wanting to do so probably the [Jim] Clark is the first event I'll do and then see what we fancy after."

"Argyll is a month after, so if stuff goes right on the

Clark then [we'll] possibly look at doing Argyll then probably Tyneside on Otterburn at the start of August and just play it by ear and see. Maybe do a trip to the Manx at the end of the year, just try and stick to three or four rallies and just take it back a little bit."

HIGGINS RETURNS TO RALLYING IN SPECIAL JAMES BOND BOWLER

Mark Higgins will compete on his first UK national gravel rally since 2010 on this weekend's Rally North Wales, driving in the new Bowler Defender Challenge.

Higgins – the 1997, 2005 and '06 British Rally champion – hasn't rallied much in recent years working as a stunt driver on movie franchises such as James Bond and also turning his hand to rallycross, winning the British title in 2018.

He told MN: "It all came about through the Bond

connection. On the film we work with Jaguar Land Rover and they came up with this idea for the 60th-anniversary Defender Bowler. So the chance to do a rally again was fantastic, to be involved with Jaguar Land Rover and Bowler is great because one day I've always wanted to be involved in this cross-country, Dakar type programme – I'm getting to that age now where that could be the thing to do! It's just a good opportunity to get back out in a car."

Higgins will be co-driven

by Claire Williams and is one of 14 Bowlers entered on the rally. It's the second round of the Bowler contest following the first round at Walters Arena where Higgins also competed – albeit for another team – but ran out of fuel. He's keen to do more stage rallies in the future.

"If there was a big pot of gold I'd be rallying every weekend," Higgins said. "I think because I've been away from it for so long, the want to do more is probably greater than ever. I'm not quite finished yet."



Higgins: boosted by Bond



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RALLY NEWS

Photos: Jakob Ebrey, Martin Walsh

MULHOLLAND MOVES UP TO JUNIOR BRC
Academy champion gets Creighton’s 2021 title-winning Fiesta Rally4



Mulholland sees JBRC as “the obvious step”

By Graham Lister

Reigning Academy Trophy champion Johnnie Mulholland will step up to the Junior British Rally Championship in 2022, driving William Creighton’s 2021 JBRC-winning Ford Fiesta Rally4.

Mulholland won the Academy with two rounds to spare last season. The 24-year-old Northern Irishman secured a free entry to each round of the 2022 JBRC as his prize for winning the title.

“After our 2021 success, the Junior BRC is the next obvious step” said Mulholland.

“I’m really looking forward to the first round, I have a new car, it’s a new rally and its relatively new competition.

All I can hope for is that this season goes as well for us as last year did.”

Mulholland is no stranger to the British Rally Championship, having finished as runner-up in the 2018 Cadet Cup. He will now contest the JBRC for a chance to win a drive in a Hyundai Motorsport Customer Racing-built Hyundai i20 N Rally2 on a round of the FIA World Rally Championship in 2023.

“The Junior section of the BRC is always known for its stiff competition, I often looked at some of their times last year and thought how are they doing that? I’ll obviously try my hardest and give it my all but there is no doubt that the competition is going to be tough, a challenge I am happy to try and conquer however.”

ROAD RALLY ROUND-UP

Willis and Williams win tough Baby Bagger

Only 15 crews made it to the end of a tough Baby Bagger, with Kevin Willis/Jacob Williams holding on to secure the win from a hard charging Rob Stephens/Robbie Pugh.

Stephens/Pugh had led initially before being passed by Ethan Davies/Nick Bloxham. From a start number of 8, Willis/Williams had moved up to be running first on the road. This meant that they got a clear run through a flooded ford, while those behind were delayed. At the same time Davies/Bloxham were slowed by a misfire. Willis/Williams thus took a substantial lead as crews arrived at Petrol.

Soon after the restart, Davies/Bloxham broke a wheel on their Puma and retired. Stephens/Pugh were the quickest crew in the second half, but were still a minute behind Willis/Williams at the Finish.

There was a thrilling conclusion at the Bramley Targa. Adrian White/Ellen White and Simon Phillips/Tom Horst ended on the same penalties;

the matter being decided by the former crew’s faster time on the first test. Third place also went to a tiebreak, with Adie Collins/Ian Martingale taking the position.

It was a similar story on the Mull Classic, where Fraser Hughes/Peter McInnes, thanks to the best performance over the event’s three regularity sections, triumphed over Alan Ross/Gary Ross. The two crews finished on the same total penalties.

Ian Mills

Results

Baby Bagger
Organiser: Vintage & Classic Rally Register **When:** March 12-13 **Where:** Devon **Championships:** ASWMC **Route:** 130 miles **Starters:** 36.
1 Kevin Willis/Jacob Williams (Subaru Impreza WRX) 1483 Marks; 2 Rob Stephens/Robbie Pugh (Ford Escort) +65; 3 James How/Nic Jones (MG ZR); 4 Brendan Wellman/Daniel Pidgeon (Peugeot 206 GTi); 5 Alex Reynolds/Mark Butler (Toyota Corolla); 6 Simon Heywood/Rhys Williams (Rover 214); 7 Mike Raymond/Jamie Raymond (Escort); 8 Lucas Redwood/Zak Linham (Ford Sierra); 9 James Hall/Brian Cammack (MG ZR); 10 Chris Beer/Adam Beer (MG ZR)

Class winners: Novices: Raymond/Raymond

Bramley Targa
Organiser: Farnborough & District Motor Club **When:** March 13 **Where:** Bramley Camp, Hampshire **Championships:** None **Tests:** 6 **Starters:** 49.
1 Adrian White/Ellen White (BMW 318Ti) 1199s; 2 Simon Phillips/Tom Horst (Peugeot 205) +0s; 3 Adie Collins/Ian Martingale (Ford Escort); 4 Ben Griffin/Peter Littlefield (Peugeot 106); 5 Elliott Sharp/Michael Spicer (MG ZR); 6 Keith Pettit/Robert Ellis (MG Midget); 7 Nicholas Humber/Stacy Humber (Suzuki Swift); 8 Tom Brooks/Nick Cooper (Escort); 9 Chris Smith/Jamie Upchurch (Ford Ka); 10 Bradley White/Jamie White (BMW 318Ti) **Class winners:** Experts: Collins/Martingale; **Novices:** Humber/Humber

Mull Classic Targa
Organiser: Mull Car Club + Saltire Rally Club **When:** March 12 **Where:** Isle of Mull **Championships:** None **Route:** 100 miles + 14 tests **Starters:** 31.
1 Fraser Hughes/Peter McInnes (Mazda MX-5) 1159s; 2 Alan Ross/Gary Ross (Citroen C2) +0s; 3 Michael Reid/John Lindsay (MG Midget); 4 Andy Tong/Emma Steeley (Peugeot 205 GTi); 5 Scott Gray/Bob Shearer (Ford Fiesta); 6 Sean Gunn/Tom Howie (Mazda MX-5); 7 Tom Hynd/Sue Hynd (Fiat 500 Sport); 8 Craig Wallace/Clifford Auld (Toyota Corolla); 9 Allan Clark/Iain Thorburn (Hillman Avenger); 10 Andy Beaumont/Andrew Fish (Sunbeam Rapier) **Class winners:** Historic: Reid/Lindsay; Novices: Gray/Shearer

JENNINGS ANGERED AT
POINTS BAR FOR FIESTA

Irish Tarmac Rally champion Garry Jennings says he feels let down by the Tarmac Rally Organisers Association which he alleges made a promise that his right-hand-drive Ford Fiesta R5 would be eligible for overall classification on last weekend’s West Cork Rally.

The Fermanagh ace withdrew his entry (he was seeded at number six) for the two-day event as a result of the dispute.

For last month’s Irish Tarmac season opener, the Galway Rally, Jennings had agreed, in line with the championship regulations, that while he was able to score championship points in his right-hand-drive car, he could not feature in the overall results.

He told Motorsport News: “I have it on my phone that I would be in the main rally for West Cork. But the day after I submitted my entry [for West Cork] I was told it was the same situation as Galway.”



Jennings alleges promise made was then reneged on

When asked about the issue during last weekend’s West Cork Rally in Clonakilty, championship manager Paddy Flanagan refused to comment while TROA chairperson Colman Hegarty stated that the matter is presently with Motorsport Ireland.

Jennings added that there is a solution were the TROA to run their events under a national permit, then right-hand-drive R5 cars would be allowed compete on the main event. A number of other drivers are in a similar position to Jennings.

WEST CORK RALLY: BY MARTIN WALSH

MARCH 19-20

MOFFETT AND DEVINE SERVE UP A TREAT FOR THE FANS

The West Cork Rally was won by Josh Moffett in his Hyundai i20 R5. It was his second win of the Irish Tarmac Championship in 2022, and he finished 23.3 seconds ahead of Welsh ace Meirion Evans’ VW Polo GTi R5 with Alastair Fisher’s similar car 15s further behind in third.

Callum Devine (Ford Fiesta R5) and Moffett served up a fascinating duel in the Saturday sunshine. Devine was quickest on both runs through the Ardfield stage that skirted the coastline, while the more inland Hayes’ Cross stage fell to Moffett on both occasions as he trailed Devine by 1.8s. Although a 5.2-second margin covered the top six after the first stage, the gaps were more profound by stage four with Jonny Greer 12.7s behind the leader with Evans next, but the latter admitted he was unusually slow

out of the blocks.

The afternoon stages on the northern side of the N71 was a continuation of the Devine-Moffett battle with the latter dominating and claiming a 1.8s lead. Through the final two stages as Devine held a 4.4s lead over Moffett, who had a soft brake pedal for a portion of the day’s final stage.

Evans held onto third spot but Fisher, Cathan McCourt and Greer were menacingly close. Seventh-placed Daniel Cronin survived a high-speed spin. He was followed in the order by fellow locals Owen Murphy and David Guest with Brendan Cumiskey completing the top 10.

On Sunday’s first stage at Ring, McCourt crashed towards the latter end of the stage. One stage later Moffett, even though he had a slight overshoot, claimed the lead for the second time, 0.2s

ahead of Devine with Evans only 8s further behind.

A high-speed moment punctuated Moffett’s performance on stage 11, where he went 7.3s clear with just three stages remaining; Evans lost time when he stalled at a hairpin and Fisher’s earlier good work was negated by a pair of overshoots. Devine’s Fiesta stopped with a gearbox malady on the way to the last loop as Moffett took the spoils ahead of Evans and Fisher, Greer retired on the final stage after damaging the exhaust.

Results
West Cork Rally
Organiser: Cork Motor Club **When:** March 19-20 **Where:** Clonakilty, County Cork **Stages:** 14
Starters: 160, 25 Historics, 11 Juniors
1 Josh Moffett/Andy Hayes (Hyundai i20 R5) 1h51m08.4s; 2 Meirion Evans/Jonathan Jackson (VW Polo GTi R5) +23.3s; 3 Alastair Fisher/Gordon Noble (VW Polo GTi R5); 4 Daniel Cronin/Shane Buckley (VW Polo GTi

R5); 5 David Guest/Jonathan McGrath (Ford Fiesta R5); 6 Owen Murphy/Anthony Nestor (Ford Fiesta R5); 7 William Creighton/Liam Regan (Ford Fiesta Rally3); 8 Cal McCarthy/Derek O’Brien (Citroen C3); 9 Keith Lyons/JJ Cremin (Ford Fiesta R5); 10 Eamonn Kelly/Conor Mohan (Ford Fiesta Rally4). **Class winners:** Cronin/Buckley; Creighton/Regan; Kelly/Mohan; Kevin Kelleher/William Lynch (Ford Fiesta R5); James Stafford/Tom Scallion (Darrigan T99 GTR); Kevin Flanagan/Mark Reilly (Mini Cooper S); Patsy McDonagh/Leigh Cavanagh (Ford Escort); Seamus Ronan/Aoife Ronan (Honda Civic); Bob Moran/Eoin Collins (Ford Escort); Declan Campbell/Kevin Creighan (Ford Escort); Sam Moffett/Keith Moriarty (Toyota Starlet); Simon Reid/John Murphy (Ford Escort); Andy Heekin/Sara McFadden (Subaru Impreza); Vincent McSweeney/Michael Kearney (Mitsubishi Evo); Michael Canny/Sinead Canny (Ford Fiesta R5); Edward Flahavan/Anthony Roche (Lancia Fulvia); Maurice Meskill/Podge Doody (Ford Escort); Neill Williams/Anthony O’Sullivan (Ford Escort RS1800); Tommy McDonagh/Gary Gallagher (Ford Escort); Jason Farrell/Donagh Crowley (Honda Civic).



Moffett and Hayes claimed second win of season

SPORTING SCENE NEWS

DALE READY TO BEGIN BTRDA RALLYCROSS DEFENCE

Green light for 2022 Clubman series at Blyton Park

World RX, 5 Nations BRX, Ant Jenkins and Sarah Hall



Dale will go on the attack for title

By Hal Ridge

Overall BTRDA Clubmans Rallycross Champion Dale Ford leads the entry list for the opening round of the 2022 season at Blyton Park this weekend.

Former Production racer Ford will make his debut in the Super Modified category at the wheel of a Vauxhall Corsa, following a number of pre-season tests.

Darren Bleasdale, brother of 2021 BTRDA title-winner Jason Bleasdale will make his maiden rear-wheel-drive Super Modified start in the Vauxhall VX220 that his sibling drove to the overall crown last year.

Other leading contenders in the headline category for the first of eight rounds in the

Clubman series include Super 1600 Citroen C2 runners Darren Scott and Phil Chicken, Todd Crooks with his BMW Mini and Michelle Swallow makes her return to the series in Angry Spider Racing's unique Porsche Boxter.

The well-supported Classic category will enjoy an international flavour as Bajan drivers Greg Cozier, Luke Cozier and Natya Soodeen make the trip from the Caribbean island to campaign a trio of BMW 318s at the Lincolnshire event.

Regular entries in the 14-strong Classic division include Marc Jones in his Toyota MR2, John Cross in his Lancia Stratos and David Crockett with his immaculate Vauxhall

Chevette. Holly Woolley and Tyler McAlpine will make their debuts in the Junior division, which is made up six single-specification Suzuki Swifts.

The popular Production class and cars from the British Rallycross Championship 5 Nations Trophy BMW Mini category also feature strong entries, while three drivers will compete in the Production 4x4 class, with Paul Davis and Chris Baker in Subaru Imprezas and Tomasz Ramanauskas in a Mitsubishi Evo.

Following the opening round this weekend, the series will visit Pembrey, Lydden Hill and Knockhill, the season concluding at the Scottish circuit in late October.

ELECTRIC WORLD RX GETS '22 SWEDISH SHAKEDOWN

The opening points-scoring round of the first season of the all-electric World Rallycross Championship will now take place at the Nurburgring in Germany at the end of July.

The season-opener for World RX was originally been planned to be held at Holjes in Sweden on the opening weekend of July but that event,

which will still go ahead for RX2e, Euro RX1 and Euro RX3, will now be used as the launch event for the new all-electric World RX machines, which will run on track across the course of the weekend.

The change', Motorsport News understands, is to give teams more time to shake down and fine-tune the new cars,

which will all use identical four-wheel-drive electric powertrains kits, developed and provided by Austrian firm Kreisel.

The World Motor Sport Council also revealed that the second round of the European Championship, originally intended to be held as a standalone event has been

cancelled. However, the Euro RX season will continue to begin with a standalone season-opener for Euro RX1 and Euro RX3 at Nyirad in Hungary in May, while Euro RX1 will still be run over six rounds, Hell in Norway being added to the schedule, alongside World RX, in August.



All-electric World RX to run in anger for first time in Germany

OVENDEN AND THOMAS PLOT BRX RETURNS

Tristan Ovenden and Roger Thomas will return to the British Rallycross Championship 5 Nations Trophy headline Supercar category this year in their Citroen DS3 and Ford Fiesta respectively.

Ovenden will form a two-car team together with son Will in the Junior RX division, both drivers aiming for consistent podiums to mount respective title assaults.

"We've made no massive changes to the Citroen over the winter, but we've continued to familiarise ourselves with how the DS3 works and have worked to improve on all areas a little bit," said Ovenden. "The level in Supercar has stepped up, but our hopes are to make podiums this year. From a championship point of view that's all we've ever done, if you can get yourself on the podium regularly then the rest of the championship hopefully comes to you."

Thomas meanwhile will contest selected events in his M-Sport built Ford Fiesta, starting with the season-opening double-header at Lydden Hill, while he also plans to attend the new events at Mondello Park in Ireland and Dreux in France later in the campaign.



Ovenden to turn up heat

BRISCA FORMULA 2 ROUND-UP: BY MARK PAULSON



Issett prevailed on Northampton's loose

One-time world champion James Rygor took the BriSCA Formula 2 honours at Smeatharpe Stadium, the scene of his famous 2013 triumph, as the venue on the Devon/Somerset border opened its season.

Rygor hunted down long-time leader Dave Sansom and patiently waited to attack on the final bend – thereby denying Sansom a chance to hit back – with a perfectly weighted hit. Sansom, who had earlier won his heat, held on to second from Steven Gilbert, who recovered from an early trip around the wall.

Shale specialist Pat Issitt won on the loose at Northampton. After overhauling Charlie England, he opened up a gap which the pursuing Billy Webster and Dave Polley were

unable to overcome.

Rising star Jack Witts repeated his Skegness victory of a fortnight earlier with another convincing win in the meeting final, despite being out of luck in the heats. Webster was second again, demoting sophomore racer Stuart Wright to third, which was still a career best result for Wright.

After missing the previous weekend's racing, world champion Chris Burgoyne returned with a win at Cowdenbeath. On a greasy track, Burgoyne passed Paul Reid shortly after half-distance, with his younger brother Steven then sandwiching second-placed Liam Rennie.

Result
Organiser: Spedeworth/Incarace **When:** March 19 **Where:** Northampton Shaleway **Starters:** 36.

1 Pat Issitt; 2 Billy Webster; 3 Dave Polley; 4 Charlie England; 5 Charlie Guinchard; 6 Matt Linfield; 7 Ben Chalkley; 8 Andrew Palmer; 9 Ricky Castell; 10 Jelle Tesselaar.

Organiser: GMP Scotland **When:** March 19 **Where:** The Racewall, Cowdenbeath **Starters:** 13.
1 Chris Burgoyne; 2 Liam Rennie; 3 Steven Burgoyne; 4 Craig Wallace; 5 Euan Millar; 6 Stephen Forster; 7 Graeme Leckie; 8 Gregor Turner; 9 Trevor Harris; 10 Emma Mellis.

Organiser: Autospeed **When:** March 20 **Where:** Smeatharpe Stadium, Taunton **Starters:** 40.
1 James Rygor; 2 Dave Sansom; 3 Steven Gilbert; 4 Ben Borthwick; 5 Charlie Lobb; 6 Josh Weare; 7 Dale Moon; 8 Kieren Bradford; 9 Harrison Bryant; 10 Ryan Gardiner.

Organiser: Skegness Raceway **When:** March 20 **Where:** Skegness Raceway **Starters:** 30.
1 Jack Witts; 2 Billy Webster; 3 Stuart Wright; 4 Charlie Guinchard; 5 Jordon Thackra; 6 Harley Burns; 7 Kelvyn Marshall; 8 Liam Rennie; 9 David Shearing; 10 Jack Cave.

BRISCA F1 REPORT: BY COLIN CASSERLEY

HARRISON GETS HIS SHOW ON THE ROAD

Ryan Harrison chalked up the first BriSCA F1 final win of the 2022 season at King's Lynn. It was the third final win in a row for Harrison at the Norfolk venue as he won the final two meetings held there in 2021.

Chris Farnell took up the early running before Sam Brigg muscled his way into the lead. Further back, Chris Cowley, Mick Sworder, Ryan Harrison and Frankie Wainman Jr were muscling through the field before Cowley and Sworder tangled exiting Turn 4 and eliminated

themselves from the race win.

A yellow flag was thrown when Mickey Randall's machine tipped over after hitting the fence. On the restart, Harrison barged his way passed Brigg and took the lead. Wainman Jr moved up to second a few laps later but was unable to close in on the race lead. Brigg finished in a comfortable third place.

A delighted Harrison said: "The car is really hooked up, whether it is wet or dry, it's good everywhere. It was quick towards the end of last year and I

have been racing in America over the winter which gave me some seat time, so it feels I haven't been away from the car which helps. The yellow flags helped me, I haven't raced a lot with Brigg, so I wanted to get into the front as soon as possible and check out."

Results
Organiser: Trackstar, BriSCA F1 **When:** March 19 **Where:** King's Lynn **Starters:** 41
1 Ryan Harrison; 2 Frankie Wainman Jr; 3 Sam Brigg; 4 Jake Walker; 5 Chris Farnell; 6 Jack France; 7 Karl Hawkins; 8 Chris Cowley; 9 Dan Brooke; 10 Billy Johnson.



Harrison made it a King's Lynn win hat-trick

HISTORICS

DOWN THE PUB

DAVID ALCOCK

Rallying all-rounder
Age: 51 Lives: Chester



Alcock is a good Samaritan

He raced in bangers

"In my younger days I did a bit of navigating and then got into budget banger racing. I did that professionally and then started navigating on stage events with Rupert Lomax in his Ford Escort Mk1. We were good friends and that was an exciting time. Those were brilliant days and we had lots of fun."

He now works with HERO

"These days I do a lot of car preparation and work with HERO-ERA as part of the sweeper team and I do an awful lot of that now. You can be away for a month at a time on an event like Peking-Paris, which will run again next year. But we've got a lot of away events this year. I love it: you are seeing the world and meeting fantastic people."

They keep people running

"Whatever type of car has broken down with whatever type of problem, we're there to try and fix it. We never leave anyone behind and having been a competitor, you know what they are up against. You want to get them to the finish and that's your challenge. I love it."

Peking-Paris is the big one

"It is a lot of bush mechanicing at times, but we get them to the end and that's what it is all about. Normally there are two or three sweep crews, but on an event like Peking-Paris there will be five sweep crews. Each crew is two people in a pickup and we carry as much as we can within the weight limit of the vehicle."

He looks after some rally cars

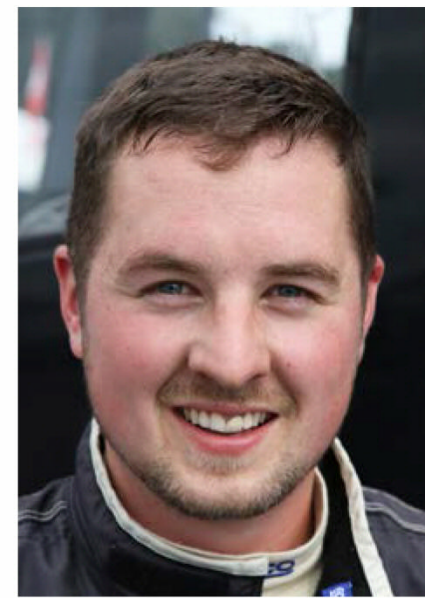
"In the garage, we do anything and the rally stuff is on top. I first got into Escorts and then Porsches. I do work for Rikki Proffitt and Guy Woodcock, so I've still got a few stage rally cars around."

He does some diving

"As well as co-driving, I've started driving on regularity events like the Tour of Cheshire. I did one stage rally many years ago, but I love the regularity events. They are great fun, more relaxed and you meet lots of people. A lot of the people I compete against are customers when I'm doing sweeper crew. I drive a Porsche 924S but I've only done a couple of events because everything was shut down for Covid."



Racer will take aid to the people of Ukraine



Park set up web funding

Photos: Paul Lawrence

MERCY DASH FOR HISTORIC RACER PARK TO AID REFUGEES

Single-seater ace makes a trip with aid to help displaced Ukraine people

By Paul Lawrence

Historic racer Andrew Park took a trailer load of humanitarian aid to Poland for distribution in Ukraine.

Park and his good friend Mark James set out from Cumbria last Tuesday with an articulated truck full of goods badly needed in Ukraine. A gofundme.com page

set up to try and cover their fuel and toll costs of around £3000 had raised nearly £9000 when MN went to press.

Park, best known as a four-time champion in Historic FF2000, has a young family and is also a volunteer lifeboat man near his home of Millom on the Cumbrian coast.

"The goods were palletised in categories and loaded onto a

trailer ready to ship out," said Park. "We only took goods that had been requested by the people. I was glad to be moving, but also very sad that we were doing this and that this is actually happening to the people of Ukraine."

Their route was via Harwich to the Hook of Holland and then by road through Germany to Poland, with a ferry crossing donated by Stena Line.

"This made a huge saving for us so we can donate more of the money raised to charity," said Park. "Any money we didn't need to use towards tolls or fuel will be donated to a suitable charity. We had an address in Poland where the goods were unloaded into a collection point, and then delivered in vans to various locations where they are needed."



Robinson is likely to be one of the frontrunners in the BHRC

BHRC stars align for North Wales showdown

Matthew Robinson and Sam Collis will head a stellar field of historic rally cars into round two of the British Historic Rally Championship on Saturday.

As Rally North Wales returns after a two-year gap, Robinson will head a line-up of more than 30 BDG-powered Ford Escort Mk2s in the event's capacity 160-car entry. Following historic victory on last month's opening round, the Riponian Rally, Robinson leads the early BHRC points and is determined

to maintain his advantage. With the best five scores to count from six rounds, Robinson knows that he needs consistently strong scores.

"North Wales is home for Nick Elliott," said Robinson. "So, a second or third is not too bad. But we'll be trying to win a few more, that's for sure."

Joining the regular BHRC contenders on the Dolgellau-based rally will be potential frontrunners Seb Perez and Hugh Hunter.

More Group 1 options offered by the HRDC

The Historic Racing Drivers Club is the fifth promoter to signal intentions to run races for Group 1 Touring Cars.

The HRDC will join Motor Racing Legends, the Classic Touring Car Racing Club, Equipe Classic Racing and Automobiles Historique in planning to run races for the Group 1 cars built and raced between 1974 and 1982.

"This is an area that may work well within the HRDC as we have great plans to expand the programme of races organised by the club," said HRDC boss Julius Thurgood.

Following the success of the Gerry Marshall races at Goodwood, Thurgood is now asking owners of relevant cars to make contact.



Group 1 cars are well catered for

Historic battler Colvill passes away

The recent death of Martin Colvill, formerly joint owner of the Bell and Colvill Lotus dealership, followed a long illness.

Colvill, along with his late business partner Bobby Bell, was a prolific competitor in historic racing through the 1980s and 1990s in a range of sports and GT cars.

They set up the business in 1970 at West Horsley and later developed their own high-performance models of Lotuses.

Colvill raced with success, starting with an AC Cobra and progressing through a Ford GT40 to a Can-Am Lola T222. Later success in Group C2 and Thundersports in an Ecosse earned him BRDC membership and he served as the club's company secretary.

MILNER EAGER FOR 2022 STAGE RETURN



Adam Milner, the star of the Roger Albert Clark Rally in his 1600cc crossFlow-engined Ford Escort Mk1, will have his first rally of the year on Saturday's Rally North Wales. Yorkshireman Milner and his mentor-cum-co-driver Roy Jarvis head Class C1/C2 into the classic Welsh forests and will strive to get as far up the overall historic leaderboard as possible.

IN BRIEF

Willy Cave

MN was sad to learn of the recent death of Willy Cave, 95, one of the UK's most enduring navigators. Cave, a former Spitfire pilot, was a rally navigator from the 1950s right through until 2020. He was a works team member in the 1950s, contesting many of Europe's toughest rallies, and later returned to the sport after a 20-year sabbatical to compete successfully in many historic events.

Brits abroad

Seb Perez and Gary McElhinney took victory on the recent Rallye Classico Mallorca in their Porsche 911 Carrera RS. The closed-road event on the island marked the return to competition of Seb's father Steve, four years on from the burns he sustained in his Lancia Stratos. Steve finished an excellent fifth with Paul Spooner alongside in the Ford Escort Mk2 that Seb used to finish second on last November's Roger Albert Clark Rally.

Historic F3 hand-out

Racers from the Historic F3 1000cc European Trophy, which includes a number of UK-based drivers, recently made a donation of €1000 to the Clay Regazzoni foundation for research into the treatment of paraplegic injuries, run in memory of the former F1 driver. The money was raised during the annual awards dinner for the race series. The Swiss was a top contender in the early years of the one-litre F3 category.

Wallis' Capri outing

Simon Wallis will debut his newly built three-litre Ford Capri Mk1 on Rally North Wales. The former Lotus Cortina driver had the car prepared during lockdown and will now contest his first event in the car with veteran co-driver Peter Scott alongside while Graham Wride, regular co-driver for Wallis, recovers from an off on the recent Riponian Stages.

Drennan is back

Irishman Peter Drennan, who took the 2020 Historic FF2000 title on his first attempt in a Reynard, will return to the category in a Royale RP27 for the opening two races of the season at Brands Hatch on April 2-3. His rivals will include reigning champion Graham Fennymore, 2014 champion Benn Simms and four-time champion Andrew Park.

Masters at US GP

Masters Historic Racing will provide two support races for the United States GP in Austin, Texas, on October 21-23. A single-seater grid will combine Historic Formula 1 cars with those from the new Formula Atlantic Plus series, while the other race will be for recent prototypes and GT cars in the Masters Racing Legends USDA series.

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The Brit has concerns over chassis performance ahead of this Sunday's season-opener

LEWIS: MERC WILL BE ON THE BACK FOOT IN BAHRAIN



By Matt James
Seven-time F1 World champion Lewis Hamilton has played down his chances of fighting for a win when the new season gets underway in Bahrain this weekend.
Hamilton languished in 16th place on the timesheets after three days of testing at the Middle East track ahead of Sunday's race, although his team-mate George Russell posted the fifth-fastest time. World champion Max Verstappen topped the timesheets for Red Bull.
Both Mercedes suffered with more perplexing problems in Bahrain despite developments to the machine following the opening test runs in Spain.
Hamilton said: "At the moment, I don't think we'll be competing for wins. But there is a potential within our car to get us there. We have just got to be able to extract it and fix some of the problems, which is what we're working on."
"I think we have far bigger challenges this [year] and they are not one-week turnarounds. I think they will take a little bit longer. But from what I'm told we have a considerable amount of pace to find."
Full testing times, p4



Lewis: fearful

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COLUMNIST

MIKE CONWAY



The World sportscar champion reflects on a decorated career

Photos: Motorsport Images, Toyota Gazoo Racing

At the very start of my career, I had a relationship with Martin Donnelly; my dad had helped out some drivers before with sponsorship who had been driving for Martin like Jamie Spence. My dad was always into motorsport and so we ended up driving in Formula Ford, kind of Class B in my first year of 2001, the junior version, and I really didn't like them when I first got into Formula Ford.

I went from a go-kart which was light, with super-sticky tyres and lots of power, and got into this heavy Formula Ford and I just didn't gel with it at all. The first few tests I really wasn't sure, I thought I'd made a mistake to get into cars. But then slowly I got used to the car and what it needed.

The first year was full of a lot of mistakes of thinking that I was still in a go-kart and diving up the inside and ripping the front corner off and thinking 'oh f***!' Sometimes the day was over after half a lap. But in your early days you learn a lot pretty quickly.

I managed to pick up the Van Diemen drive the year after, and I had some good team-mates along the way, people like Wesley Barber and Jan Heylen and some real top boys there. Again, I was on the pace a lot of weekends, had some good results but probably just didn't have the consistency that I needed through the year.

Once I jumped into Formula Renault I really felt more at home. I needed a car with more grip. I loved having a car with downforce and had a good couple of years there building up to winning the 2004 championship. That went well and then Formula 3, again, it was a two-year process of learning in the first year and then winning the championship.

I've just always found that with more grip I just really enjoyed it a lot more as well. I really enjoyed those days – they were hard but I really enjoyed them and I think I was just developing as a driver as well. Then GP2 I found pretty tough, really. It was quite a big step from Formula 3 to GP2 and I had some good



Conway is a major part of the Toyota project

pace and good results, like winning at Monaco, but consistency again just wasn't really good.

That was when the IndyCar stuff popped up in 2008 and I jumped at that and it was really fun. There were more ovals on the schedule then, it was sort of half ovals and half road courses and I really enjoyed the first year.

I made a lot of mistakes on the ovals, as rookies do, but I was really looking forward to the second year with that good progression that you normally make in the second year of anything.

I felt like the first year at Indy was really good, we led some laps there and had a really good strategy and in the second year again we were leading laps and nearly on for the win at the end and then had a massive shunt. That kind of put me out of any kind of racing at all that whole year but it was also a really good time to reset and really thinking about the future a bit more.

I had a couple of up-and-down years after that. I was more successful on the road courses and that's why in the end I wanted to call it a day on the ovals. Luckily, more teams wanted to employ me and I ended up winning more races at that time than I did before the accident so I was happy with my motorsport at that time.

I guess at a young age you're fully focused on Formula 1, so I was fully focused on that. And then I realized that it's probably not going to happen but then some other opportunities came up with IndyCar and so I was fully focused on the IndyCar stuff.

Towards the end of that a sportscar deal

came up and I'd always wondered about Le Mans, followed it a little bit, and jumped at the chance to do that and just fell in love with the cars, really.

I really liked the way that you had to drive them, working with team-mates and it was a real team effort, all the sportscar stuff, and so it was a great decision. In 2013 I ended up doing a dual programme and splitting my time between IndyCars and sportscars with G-Drive.

That was a really fun year, winning races in different categories and that's when I really felt that I was back to enjoying racing and back to driving cars that I really loved. It was fun again.

I really started to enjoy motorsport a lot more once I went away from the IndyCar side and I've been loving it ever since. The technology and development, especially when I first joined Toyota in 2015, were what really attracted me. There was a lot of development going on and it was really cool to be part of that era. It was really, really fun.

Now it's a little bit different, but I think sportscars in general are getting really healthy again and a lot more manufacturers are coming back next year and so as a driver it's really a good time to be part of it.

It's really nice to be able to say that I'm a double World champion. Once you win it once, I discovered that you really, really want to retain it – and that doing so is just as hard as winning the first one in many ways. I'm really proud of last year and getting that second title... I just have to try and get a third one now!



Winning at Le Mans was a bedrock to Conway's World Endurance crown



Hamilton (left) and Conway (centre)

"I started to enjoy motorsport after I had left IndyCar"



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2022 CALENDAR OF EVENTS

April	Sun 10th Sun 17th Sun 24th 30th/1st	Scottish Championship Car Racing (SMRC) Easter Hot Hatch Track Day and Easter Car Show SLS Round 1 + Racing for Mod Sports & Legends Scottish Championship Bike Racing (KMSC)
May	Sun 8th Sun 22nd 28th/29th	Scottish Championship Car Racing (SMRC) Hot Hatch Track Day Scottish Championship Bike Racing (KMSC)
June	4th/5th Sun 12th 17th/18th/19th	SLS, Caterhams, Mod Sports & Legends SMRC Armed Forces & NHS Day Bennetts British Superbike Championship
July	2nd/3rd 9th/10th 30th/31st	McRae Rally Challenge Rally Festival SLS, Juniors, DDMC Mod Sports & Legends. 30th Anniversary Kwik Fit British Touring Cars
August	6th/7th Sun 21st Sun 28th	Scottish Championship Bike Racing (KMSC) Scottish Championship Car Racing (SMRC) 2nd Intake Car Show & Hot Hatch
September	Sun 4th 10th/11th 17th/18th Sun 25th	SLS, Mod Sports, Legends & British Sprint KMSC bikes, Jock Taylor & British F2 Sidecars BRSCC Caterham 7 Racing Festival Scottish Ford Live & Hot Hatch Track Day
October	Sun 9th Sun 23rd	Scottish Championship Car Racing BTRDA Rallycross
November	Sat 5th	Live Action & Fireworks

FEATURE

MAPPING OUT A HIGH-OCTANE SEASON OF TRACKSIDE THRILLS

As MN publishes its 2022 National Racing wallplanner, we look ahead to our favourites

The winter season just seems too long. While the first shoots of the new racing season have begun to burst through, there is a host of events to look ahead to for 2022.

We've asked editor Matt James, deputy editor Graham Keilloh and historic guru Paul Lawrence to pick a couple of must-see events each, and this will be ring-fenced on the calendar for all three of our staff members.

There are plenty of options for going trackside this year and our calendar has them all contained for you. Is there a particular meeting you think we've missed? Let us know on our by searching for Motorsport News on Facebook or visiting @MNMotorsport on Twitter.



All arms and elbows at Cadwell Park

**What: VSCC
Cadwell Park
When: April 16**

Is there a finer circuit in the UK than Cadwell Park? It may not host higher level cars events, but the Lincolnshire track is an absolute gem and thoroughly worthy of a trip to the east.

Most race meetings at Cadwell Park tend to be quite clubbie in nature and content, but the annual visit from the Vintage Sports-Car Club bucks the trend with a fine array of largely Pre-War races. This year, the events moves from its traditional summer date to run on Easter Saturday and will open the VSCC's racing season.

Cadwell has never looked better than it does now and spectators are in for a real treat as it offers some of the best access and viewing you'll find in the UK. The bottom of the Mountain section is a favourite, while a short walk out to Hall Bends is an absolute must. Here, you can really get close to the action and see the drivers at work and if it rains or the track is damp, the spectacle gets even better.

In an era when the drivers are all-but invisible in modern racing, the VSCC turns the clock back to a time of 'all arms and elbows'.

Paul Lawrence

They say absence makes the heart grow fonder. And with this there is even more reason than usual to anticipate this year's MG Live, the MG Car Club's Silverstone showpiece.

This summer it runs in all its glory for the first time since 2018, having been canned in 2019 due to track resurfacing and subsequently due to Covid. Last year there was a two-day MGCC Silverstone Grand Prix circuit meeting, but without MG Live's auxiliary features.

The event is a race meeting and car show combined, therefore offering plenty to entertain on and off track. For the former, there's a

**What: MG Live, Silverstone
When: June 11-12**

full programme of the club's diverse line-up of race categories plus guests. And for the latter, on Silverstone's infield there will be a competitive autotest contest, concours, lifestyle marquee, trade show, autojumble, live music, an entertainment arena plus displays of MG cars from vintage to modern.

MG Live also cedes to few on

heritage: 2019 ended MGCC's run of holding a mid-season event on the full Silverstone circuit every year since 1951 and this blue-riband event's history stretches for over 65 years.

And this time the 60th anniversary of the MGB and 40th anniversary of the post-Abingdon MGs will be celebrated.

Graham Keilloh



All things MG are on show at Silverstone

The Gold Cup has long been the biggest historic racing festival north of Donington Park and the 2022 edition is likely to be the best yet. In a significant switch of emphasis, the race line-up has been widened considerably and is surely now the most diverse of any comparable meeting.

With everything from the stunning HSCC Historic Formula 2 cars to Pre-War races from the VSCC and the CSCC's Special Saloons and Modsports, it really will be an incredibly broad church.

Across three full days, the fabulous parkland track will host racing for cars spanning close to a century of racing. From 1920s VSCC racers to recently-built Special Saloons, there will be something for all tastes.

The return of the Historic Grand Prix Cars Association will ensure a fine grid of pre '66 F1 cars while period touring cars fans will have a double dose of pre '66 action with races for cars from both Masters and the HRDC.

The top spectacle, however, will be the glorious Formula 2 cars of the 1970s and the sight and sound of these cars at full stretch on the sweeps and brows of the wonderful Cheshire circuit will be a 2022 stand-out.

Paul Lawrence

What: Oulton Park Gold Cup
When: July 29-31



F2 cars will be the stars at Oulton

What: British Touring Car Championship, Knockhill
When: July 29-31



Enthusiasm not kerbed: Scotland

OK, so even in July there is a pretty good chance that the fans will get drenched. But don't let that put you off a visit to God's own race track to see the biggest show of the season, the British Touring Car Championship meeting.

There are so many reasons to enjoy a visit to the Fife circuit. Firstly, and unlike a lot of other tracks in the UK, the staff at the

track are genuinely delighted to welcome the public to the venue and will go out of their way to make all feel welcome. The atmosphere in the paddock is ramped up directly because there are no pit garages. Everyone has to rub shoulders with everyone else.

But the jewel for Knockhill is the track itself. Nowhere on the UK schedule can you see the drivers running right on the limit,

crashing over kerbs and putting it all on the line for a quick lap time. And it isn't only the headline tin-top runners who provide the thrills. The 1.3-mile track puts up as much of a challenge for the support battlers as it does for the headline acts. Take some warm clothes, get trackside and enjoy one of the greatest spectacles in UK motorsport.

Matt James

What: Walter Hayes Trophy, Silverstone
When: November 5-6

Whisper it, but the Walter Hayes Trophy has taken over the mantle from the Formula Ford Festival as the must-win blue riband Formula Ford 1600 knock-out event that rounds off any season's calendar. That might seem like heresy to some, but it is the simple truth.

The style of the event, with cars and stars of all vintages fighting through the heat, progression, semi-final and last chances races, means that it hots up perfectly so that by the time the grand final starts on Sunday afternoon, the tensions are at boiling point.

As well as those who are firmly focused on the top step of the rostrum, there are always returning drivers and big areas from other areas of motorsport who take on the challenge, which means there are story lines everywhere you look. And, simply walking into the shared garages gives you a snapshot of the atmosphere.



The Formula Ford 1600 knock-out is a year's highlight

While the on-track competition is ferocious, the camaraderie in the background means everyone leaves the event with a smile on their face.

Take our advice: go and hunt out

a seat in the BRDC grandstand on the outside of Brooklands and simply lap up the action and the drama. It is something that will live long in the memory banks.

Matt James

That organisers describe the Race of Remembrance as a Remembrance Sunday service, with a race event around it, indicates how you will not encounter anything else like this gathering.

November Anglesey weather often does its worst, but everything else is warm about the evocative and high-quality event run by military personnel charity Mission Motorsport. The 12-hour endurance contest attracts a wide variety of cars and a legion of unfailingly enthusiastic and

What: Anglesey, Race of Remembrance
When: Nov 11-13

impressive participants, many of whom are beneficiaries of the charity seeking to help retraining and recovery via motorsport.

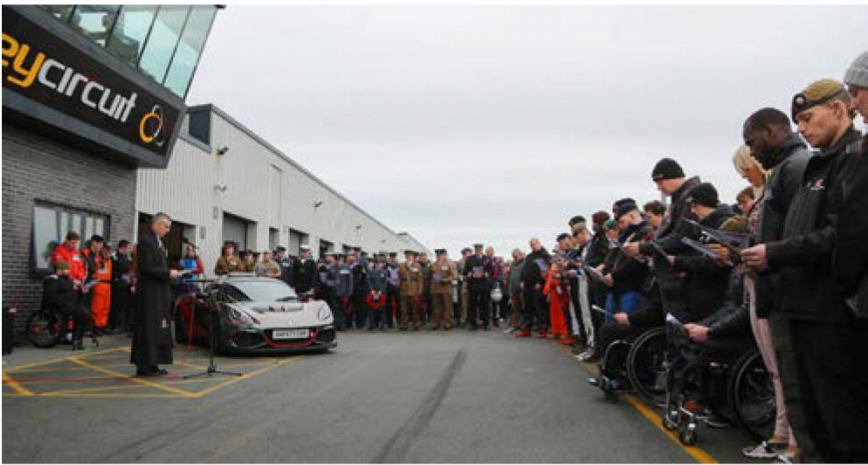
The event has grown since its 2014 inauguration and recently

has sprouted concurrent online and karting sister events. It has also attracted some prestigious participants, including none other than Dario Franchitti and Tom Ingram in 2019.

Last year some 53 teams raced. And at 1045hrs on Sunday they all stop to gather in the pitlane for a Remembrance Service. Even the been-there-done-that three-time Indianapolis 500 winner Franchitti, halfway through his race, said he was deeply moved by it. Indeed we defy anyone present, no matter how cynical, not to be.

If you're really keen you also can be one to brave the annual Biathlon of Foolishness, which is just as it sounds...

Graham Keilloh



The Race of Remembrance can be an emotional event

FEATURE

JACKY ICKX: *THE ART OF MOTOR RACING*

*The Belgian legend answers readers' questions in conversation with **Nick Garton***



Ickx's achievements
are considerable

You do not interview Jacky Ickx in any traditional sense. Questions and answers go out of the window from the moment that the genial Belgian gives you a Covid-friendly fist bump.

Perhaps this trait is the result of being one of the handful of drivers who proved that there were no parameters to their gifts. Perhaps it is the fact that now, at 77 years of age, he wants to put his life into perspective. It is certainly driven by a quest for meaning from a what the man himself calls a 'selfish' occupation.

Before we sat down, Jacky sent me a single sheet of his achievements – career stats that are worth killing for to some. It's neither false humility nor boastfulness that inspired him to do this, but a roadmap for journalists to take as try to survey the landscape through the eyes of someone who took part in 555 races, and won everywhere from Bathurst to the Sahara, including eight F1 wins, 13 poles and 13 fastest laps let alone the six Le Mans wins and two World Sportsacar Championship titles for which he is best known.

Question: How much of an influence on you was it to have a motoring journalist for a father, did he seek to encourage or discourage you from racing?

Brenda Reilly
Via Twitter

Jacky Ickx: "I wanted to be a gardener or maybe a gamekeeper. I loved at that age the nature, the silence, and as a child at 10 or 12 years old I would go off without my parents knowing where I had gone to explore in the forests, in the rivers... OK, this was 1955 and not 2022!"

"There was not the permanent motorways, you maybe saw 15 cars a day in those years, but I loved nature. At school I always sat on the last bench near the window, preferably near the radiator in winter time, and if you sat quietly nobody would disturb you. But then when the teacher says to your parents that you are very intelligent but very lazy you have a problem.

"The difficulty is to live with the parents when you get a report at the end of the year with the result of always being last or one before last in exams. What is the first question that the parents are always asking? 'What are we going to do with that guy?'

"I think the first thing, when you have the inspiration to become a racing driver, is to have the agreement of the parents. The difficulty is that I doubt many parents say: 'yes of course, what a good idea, how much money do you want?'

"In my case it was my good fortune that the worse my results got the nicer the gifts they offered to make me change my view on my school work. And because I was a bad guy I would always say 'don't worry, I will do better...'

"Then in the early 1960s there were two iconic trials riders from England, Sammy Miller and Gordon Jackson.

"I never felt pressure from Enzo Ferrari, he was lovely"

Jacky Ickx

These two inspired me and on my little motorbike at my first event I had my first taste of how pleasant it was to be on the podium [at a motorsport event]. For the very first time something was working – I didn't have to hide anything and my school results were forgotten.

"For my parents it was a relief that at last I was doing something well but they suffered a lot. They would have preferred 100 times that I lived another life but for me it was fantastic. Both of them had known the fear. With no information, with no television, when their son didn't call on a Sunday evening to say that he was OK after a race they suffered a lot the fear that I had had an accident."

MN: How was it when it became your turn to be the parent and Vanina said that she was going to race, did you sympathise with your own parents?

JI: "I must admit that Vanina was a very unfortunate little girl in a way. Because first she studied biology at the university and she succeeded. Then she discovered karting where suddenly she was doing well and then car racing so in my opinion she started much too late – although she was promising.

"This idea of karting from the age of six was only just starting to happen in a way. Karting was still just for fun. Today it's normal for parents to be engaging their fortunes in karting, every weekend they are at the track whether it is open or closed.

"For me, when I turned 18, my parents didn't follow me to the races anymore. They considered that I have to learn with people like 'Uncle Ken' [Tyrrell] and people like this but for them there was nothing to do watching me.

"So that is the misfortune of Vanina: she needed probably a manager, a kind of 'Uncle Ken'. I should have helped her more in this way because honestly he was a beautiful person. He was a teacher, a father... Carl Haas was another, with his wife Bernie, was very much the same. But in the end there are no critics: you have your future in your own hands."

Question: You've competed and won at so many disciplines, from motorcycle trials to F1, Bathurst, Le Mans and all sorts. Which have been your favourites to compete in?

Simon Crowther

Via email

JI: "In reality I have some career statistics that explain a little about why I have reached a certain level. You have to put things in order.

"In the 1950s I wanted to be a gardener so I was not interested [in motorsport] at all. In the 1960s, Jim Clark, Graham Hill and all these sorts of people were doing all sorts of racing and so for me, in the 1960s and the 1970s, it was normal. It was a tradition.

"Ultimately racing was a sport where money was not the key of everything and sponsorship. We had [patrons] who would put some money into racing just for the pleasure of doing it, it was not for the money.

"Ken Tyrrell would have loved to have been a driver but he was a timber merchant more than anything. He ran his team by passion and Jimmy [Clark] or Denis Hulme or Jack Brabham were driving a Mustang or a Cortina or a long-distance race or Formula 2 as well as racing in Formula 1. It was not me particularly.

"Everyone in that era could do that, but unfortunately I am one of only two survivors of that era.

"The other one is Jackie [Stewart] and at the same time [we had] no sponsors. To demonstrate, in 1968, I drove the GT40 for John Wyer and in grands prix for Ferrari. It's something you cannot even think of today."

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Photos: Motorsport Images, mckleinimagedatabase.com, FIAWEC



Ickx's school results were forgotten when he discovered a knack for speed, initially on a motorbike



Ickx feels that daughter Vanina's racing would have benefitted from Ken Tyrrell-style management

FEATURE



In Ickx and Stewart's era sponsorship wasn't crucial



Ickx never had problems with Enzo Ferrari as boss

Question: *As someone who rose to the top at a very young age in the sport, what sort of advice can you give to young racers seeking to make a career from racing?*
Mary Micouris
Via Twitter
JJ: “The big question in life is how to define destiny, or luck. What’s the meaning of these words? Why do some people have a lot of luck, why some others do not. We have the advantage to grow intellectually and to not only thinking of winning, and when your vision becomes larger you realise a number of things about destiny.
“If you think you are the best, it’s possible [to achieve]. But for sure the journey to get there is driven by the people you meet.
“That means it’s unpredictable in a way but the people you meet are the ones who create the possibilities for you to achieve things or not. If you accept that idea you then it’s already one step towards being the best. It is more than the statistics.
“The second thing is that a car is not simply a car. It has been developed by people – these days often 500 people or more – who developed the project and their goal is to succeed and if possible get on top of the podium.

“I say that because some people say it is less difficult to win when you have the right tools. If you are a realist you know, whatever you do, 80% of the job is done before the race. And it is those people [responsible for the car] who choose you because they believe you have the speed or the ability to bring them success.
“I was lucky, in most of my career, to be chosen to drive by people who did their job very, very well.
“There is an unfairness in the system that the driver picks up the glory. And those that made the success possible by doing most of the work just have a very personal satisfaction, unknown and without glory because nobody knows about it.
“But you have fantastic intellectual satisfaction to have dreams and to be able to make it come true. But you are in the shade and you don’t change this philosophy because you are successful.”

Question: *Which drivers in all of the series you have raced have really made an impression on you – for better or worse?*
Martin Drayford
Via Twitter
JJ: “You have drivers who are average,

you have good drivers and you have a few – very few – who have a little ‘plus’ over all the other drivers. You can take Fangio, Senna, Michael Schumacher... Lewis.
“But Lewis, for example, has that ‘plus’ but he also has the team which has the ‘plus’ – and he knows it. He is not tempted to say ‘I won...’ he always says ‘we won’. In everything that he achieves, he says ‘we’. That is the mark of a leader.
“But also, intellectually, he is a good person too because he was able to intervene and to use his name to support the cause of Black Lives Matter, and he encouraged his team too. And he still does.
“He placed, as a human, an important role on paying attention to injustice. We all do little things but he is really the first one who involved himself and had no fear to say what he meant when he saw these circumstances.
“That is the first time I think it has happened. It is brave, definitely. He is the first one to go beyond racing and winning to take an interest in the human lives, the social lives, of the rest of the world. I don’t know whether it is this or his driving that is more important to me because both are equally important.”

“When I was at Porsche everybody knew everybody”

Jacky ickx



Ickx commends Lewis Hamilton for promoting social causes



Ickx's first grand prix appearance, at Germany in 1966, was tragic



MN sets the scene: Ickx was a young prodigy discovered by Ken Tyrrell and propelled towards F1 with the sort of drive that was later seen with Michael Schumacher and Max Verstappen.

His first grand prix appearance in the 1966 German GP ended in tragedy when a first-lap collision with the spinning car of John Taylor led to the Englishman dying from burns he received. A year later, Ickx qualified an F2 third fastest among the F1 regulars at the Nurburgring and in 1968 he was signed by Ferrari.

He came close to winning the 1970 title despite being badly burned in an accident at the Spanish GP. In 1973 Fiat engineer Sandro Colombo produced the ungainly Ferrari 312B3, a car so poor that the Scuderia withdrew from the World championship temporarily. Ickx left Ferrari at the end of the year, being replaced by Niki Lauda, and moved to Lotus for 1974 but never fought for the title again.

Question: What was Enzo Ferrari like as a person and what was your relationship with him like?

Robert Jones
Via Twitter

JJ: “If I tell you that Enzo Ferrari was somebody very shy in a way and very tender, you would say: ‘hey, Jacky, you have a problem...’

“Because if you write things on Ferrari, it’s always that ‘Ferrari was fantastic but...’ and I can’t put a ‘but’ into it. He was always patient, friendly, I never felt any pressure. He never pushed me into a situation where I didn’t feel that I had the best that he could produce.

“Of course he wanted to win races, that’s the basic idea of racing, of winning, but he was lovely. But that person also having lived through war after war and having seen the death of Peter Collins and all these people, I think he didn’t dare to be too close to his driver. So he kept a certain distance.

“What we didn’t know was the risk of

what we did. He knew. He wanted to win with sportscars and in F1 and he loved motor racing but he knew the risk and he didn’t want to be affected by it. It was very cruel, in a way, the 1970s.

“Once again you never asked yourself about the danger because in motor racing if you’re good you have no fear and if you start to smell the fear it’s a real bad sign because it’s not compatible with the chronograph.”

Question: Your era at Ferrari was one of incredibly elegant Ferrari F1 and sportscars designed by Mauro Forghieri. Was he the best designer you ever worked with?

Steve Rendle
Via Facebook

JJ: “The difficulty is that the work of the engineer in those years was before the time of computers so there is no empirical measurement you can put to it as an answer, you rely only on feelings. When Forghieri designed the B1 it was efficient by the end of the 1970 season and even competitive in 1971.

“If I didn’t have an alternator failure in the [1971] US Grand Prix I could have beaten Francois Cevert and won.

“Forghieri in ’71 was like many like others, such as Harvey Postlethwaite with the March that he designed for James Hunt or the car he designed for Frank Williams: they were lovely but not functioning. Sometimes engineers would say they knew what to do to make the car better when in fact it was working oppositely. Like anyone it’s not easy to admit your error and so you insist and you insist... it’s human.”

Question: It always feels like an injustice that you never got a World championship title until after your F1 career. Was that a disappointment to you?

Roger Ellis
Via email

JJ: “In Formula 1 I have no regrets. The

dark started for me when I thought I was going to join McLaren in 1973. I did one race for them [the 1973 German GP], after I was almost last with the Ferrari that I didn’t like so much or I was inefficient with. I took the McLaren and again it was immediately like oxygen...

“I drove well at McLaren. Denis [Hulme] was unhappy. Peter Revson was also unhappy that I was there and I read the other day the biography of John Barnard. He says that both the other McLaren drivers were unhappy with my times at the Nurburgring so they reduced the engine by 500 rpm and they put me on hard compound tyres when they were on soft compound.

“I finished third, Revson ninth and Denis 12th. So I thought maybe this could be a new start but it didn’t work.

“At Lotus, honestly, I feel I had an old chassis and Colin [Chapman] was running out of budget and there were some fragilities in the car. For the first time at Lotus I had some moments with mechanical failures.

“At the end, though, I consider it a happy end in Formula 1. I replaced [Patrick] Depailler [at Ligier mid-way through the 1979 season] after he crashed a hang glider. And I was happy to be taken and for an opportunity to be back on the seat again.

“Guy Ligier actually had no wish to put the second car in but he was forced by SEITA [the French tobacco monopoly that sponsored Ligier with its Gitanes brand] to take someone, so it was me.

“But I understood that I would never get back those last three tenths of a second that make the difference between the winner and the loser. So that’s when I understood that it’s over: in sport that’s the rule and it’s well made. It’s like the tide coming in to the shore and that was very comfortable.”

Question: You drove one of the most impressive races I ever saw in F1 when

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Ickx got his first full-season F1 chance with Ferrari in the 1968 season



Ickx was too fast for his McLaren team-mates at the Nurburgring in '73

FEATURE



Ickx's sixth Le Mans win was in 1982 with the famous 956



Ickx's first Le Mans 24 Hours win of six was in 1969 in a Ford GT40



Ickx's decade with Porsche was a "good marriage" with lots of success



Ickx at Zandvoort in 1976 in an Ensign reminded people of his skills



In Ickx's day designers such as Forghieri (r) had to rely on feelings

you drove an Ensign at the 1976 Dutch GP, a car that was previously hopeless, to set fastest laps and very nearly reach the podium. Is that one of your best performances?

Tony Sheldon
Via email

JI: "In 1976 it was a kind of return in a way. The path to go up is an effort – it's long but you are young and things go naturally in a way. And you are tempted to say 'I am the best'. Because the qualities you need [to reach F1] are not the qualities you need in a normal life.

"The person inside the car is not the same as the person outside the car. it's an individual sport, a selfish sport, where you are working on the edge of a knife and so these are the qualities you need to be a winner.

"So you try hard, you reach the top and then you go down. And the speed you reach to go down is much faster than it was on the way up. It's slippery. And you hope for the circumstances to change the path of your destiny.

"The Ensign in '76 at Zandvoort was an opportunity to drive. But obviously I was not too bad in that car and the car was not too bad at Zandvoort at all and so I was able to be in the competition. Unfortunately I didn't finish the race [the car's electrics failed] but a race like that, at that time, feels like it gives you some oxygen when you have had none."

Question: How exciting was the World sportscar championship in your era, the 1970s and 1980s, when you were so successful in Porsche's Group 5 and sports-prototype cars?

Don Jackson
Via Facebook

JI: "In my year off I chose other objectives and I went back to endurance racing after Formula 1. It was not as painful, I had the endurance for it and could race at a high speed average without having to look for those

fractions of a second that the Japanese call 'time attack'.

"In that period Porsche was still a small company producing maybe 13,000 cars. The amazing thing is that Enzo Ferrari and Ferry Porsche started producing cars at the same time, one year apart. At Porsche it was a time where everybody knew everybody, it was all first names, and if you stay 10 years with someone it's a good marriage on both sides."

Question: To so many fans you will always be 'Mr Le Mans' but do you miss holding the overall record for the most number of wins?

Geoffrey Rogers
Via Twitter

JI: "Tom Kristensen is a lovely person and when you have the acceptance that records are there to be beaten it's even easier. It's two times good! He is now the record holder but he's also a good person and that's very, very important. Honestly, I believe he will remain forever the one with the largest number of victories at La Sarthe.

"I am absolutely convinced of this because times have changed, generations have changed and you need so many alignments of stars to succeed that it's almost like going to the casino

and playing the same number. Nine times out of 10 it's not the right number.

"Today you have three drivers, it's more complicated, it's faster – it's a sprint now. It's not really endurance racing anymore it's a series of sprints and that makes it more demanding.

Question: What was it that drew you towards the Paris-Dakar and what was the experience like in those days?

Gary Rowley
Via Twitter

JI: "I had the opportunity go to off-road racing to do the Paris-Dakar 12 times, to bring Porsche into it and because I was the leader of the programme they gave me the car, I told them what to do and together we built a 911 to go off-road racing. They engineered it – and it was a bet, huh?

"But I did it, we had the four-wheel transmission and so on. But intellectually also my vision on the human aspect on this planet became wider. Because when you travel to the desert and these countries that you're not used to, it gives the opportunity to see what I call the forgotten and the invisible.

"These people we see daily [on the Dakar], we never see them in a way in our own lives. They are there away to



Ickx was comfortable stepping away from F1 after Ligier in 1979



Dakar helped change Ickx's perspective

the side and that's the most important part. Being successful there, as a competitor, that was one point but the bigger point, to me, was to grow up. Intellectually, at least."

MN: The Dakar experience has obviously had a profound effect on you. What was it that made you want to take that challenge on after all your success? It was a dangerous event in those days and you had little to prove...

JJ: "I know the journalists and your admirers say 'Wow! What a brave guy to take on these dangerous things!' But forget about that. It's a way of seeing things that is absolutely away from the reality of being a driver."

"If you want to be fast you can't have that aspect in your mind. It's the same with having a family: kids and all these things don't have any impact. If it starts to have an impact, you're gone. Even if you don't want to stop, the timing will stop you because you won't be competitive anymore."

"So, the Paris-Dakar was a very different kind of a race. You have to take a different approach. You have to be very humble. You have to face situations that you are not used to in the normal life. You are forced to see the reality and you cannot cheat."

"The goals are daunting and it's a

lesson in life that is very interesting. You have the chance to see other people with nothing but they're happy there in the desert. When you lie out there in your sleeping bag beneath the sky in the dark and you see three times more stars than you do in the city you realise that your values are very, very limited. In fact you're just nothing."

Question: You are honoured at a lot of motorsport events each year like Goodwood, is the recognition of the fans and the sport something that you enjoy?

Derek Edwards Via Facebook.

JJ: "When you reach a certain age and you have done well, and when you feel that for someone the chequered flag is not far away, you honour him quickly!"

"It took me some time to go to Goodwood, Derek Bell was trying to invite me for [the Duke of Richmond] and when I went for the first time, it was the 10th edition at least, and it made me regret not having done it before because there is a soul to it. It's charming."

"It does a good job on that because honestly, most of the time, when you say 'professional' it means for profit. I'm not against profit, but [the Duke] does it in such a way that it's good for

motor racing."

MN: We're speaking here at Sebring where you are guest of honour and you've been reunited with your GT40 from the 1967 Daytona 24 Hours, is this another regular visit?

JJ: "The last time I was in Sebring was 1972, winning the 12 Hours with Mario Andretti in the Ferrari 312. And the first time was 1968 with Brian Redman driving the GT40 of John Wyer in the colours of Grady Davis, the president of Gulf Oil."

"The car I drove this morning was also his car and the Gulf colours were originally dark blue and orange. The John Wyer cars were not ready [in 1967] and I drove that car, which had been modified quickly to do the race, and my co-driver was Dick Thompson who was the dentist of Grady Davis. But obviously he was a better dentist, I think, than a race driver!"

"I have to be honest, I didn't recognise much of the circuit when I drove round. A few spots, yes, the hairpin, although it's been modified because then there was a banking of sand and if they went off people had to dig with a shovel to get out of it. But I recognise the smell of the barbecues and the beer and the loud music."



Ickx recently was reunited with his 1967 Daytona 24 Hours Ford GT40



Ickx reckons Tom Kristensen's Le Mans win record will stand forever



Ickx misses many people from his racing, such as the late Peter Warr (l)

Question: Which was the period in your career that you were proudest of either then or now? And do you think you would enjoy being a driver today?

Mark Wilson Via Facebook

JJ: "I have been very lucky. I received the privilege to be in the right car: it's important. It's been a fantastic life, in a way. To do 32 seasons... I think no-one except maybe Mario Andretti has done the same mileage of racing."

"If I take Jackie [Stewart] who was the man to beat in that era, he did 100 grands prix, he did few Formula 3 races, few Can-Am races, he did few Formula 2 races, he did very few endurance races and he's three-times champion."

"In terms of probability I am far away on top in terms of distance and we have different results in a way. Maybe we belong to the same category I don't know."

"The goal is not the same today. Today you follow the path through from karting to F2 and everything is aiming only for F1. In the past... we were happy to drive and win."

"The motivation is a desire to win and that makes you fight a battle against the clock. The philosophy is a battle and today the society is completely different. What is racing today, what is its philosophy? Is it a promenade that has to always be adapted to road safety? Does the clerk of the course, who never drove a race car before, judge you like you are on the road and giving penalties for speeding or having an accident?"

"For me it's still a battle. You are doing it with grown-up people who have responsibility. Honestly today I think the clerk of the course doesn't have to interfere in normal racing. If you mess up you don't get points and then you are already punished and it's the team that resolves it [by firing the driver]."

"Philosophically today also in all life we don't accept having accidents or fatalities without finding someone

responsible for it. We don't accept to die, generally speaking."

"Romain Grosjean's accident [in Bahrain 2020] is a succession of miracles. Hitting the barriers, going through it, catching fire and only having small burns is proof that miracles exist."

"The people who come to watch racing do it to have some emotions. I can't understand why people are trying to make it a sport where you have an event that doesn't produce any adrenaline. I can't understand the desire to reach 100% safety. The public is coming to have some emotion – they are not coming to see someone die, but they are coming to see people who are willing to take the risk."

"People say in the rain I was quite good, generally. Often I have been asked why and I think the fact that I ran five seasons of motorcycle trials and enduros gave me the opportunity to read the surface and in my opinion that worked in my favour because in the wet I was sometimes fast."

"On one lap at Spa I took 38 seconds from the second place in wet conditions. I must say I had a little advantage because I drove a race before, the saloon car race with a BMW coupe, so I knew a little bit how was the track but anyhow it was a lot."

"When you have won 47 races of long distance and 80 podiums, the only thing you can feel is to be happy to and to be alive. The only thing I miss is that I met so many nice people and I regret not having had the opportunity to get to know them better. At the end it's the human aspect that counts."

"I met beautiful people that I would love to share the days with today. Ken Tyrrell, John Wyer's team manager David York, Peter Warr... a few years ago I thought about Peter and called him and his wife told me he had died the year before. So the conclusion is to say if you love people, tell them you love them before the end. Otherwise you stay alone." ■

"The Dakar is about seeing things differently"

Jacky Ickx

FEATURE

Photos: Paul and Ben Lawrence

DAVID HENDERSON: LET'S GO AROUND AGAIN

Paul Lawrence speaks to a man who is enjoying an Indian summer to his competitive career



Henderson has turned heads with recent pace



Henderson felt at home on gravel straight away in Ford Fiesta R5



Success in the Ford Escort Mk2 came after the long Covid lay-off



The Three Shires Rally in 2021 was the first sign of things clicking



Rising star: Henderson swapped tracks for stages from 1999-2002

In recent weeks, David Henderson has been setting a fearsome pace in national rallying. For the Durham-based driver, now aged 47, this is a really a second coming as he had a promising career in both racing and rallying in his formative years.

There was never much doubt about where Henderson's life would go as his father Fred has been a renowned figure in motorsport for decades. Fred was already an accomplished rally driver when he opened his automobile engineering business underneath the railway bridge in Durham in 1973.

Fred was a handy rally driver and came within one place of a top-20 finish on the 1976 Lombard RAC Rally in a Toyota Celica. Into the 1980s, he took over the management of Colway remould tyres and helped countless drivers enjoy more affordable rallying.

Meanwhile his son David, born in the mid-1970s, followed his father into the sport and tried to build a career in single-seaters. By 1996, he had progressed through Formula Ford and was in Formula Renault and, armed with the largely unfashionable Ermolli chassis, David bagged a win at Thruxton, several podiums and fifth in the final points. After a troubled Renault season in '97, he

finished fourth in Renault Spiders in 1998 despite quitting the series at Knockhill after a fall-out with the series organisers.

It was a career crossroads and he turned his back on racing to concentrate on rallying. Success in the one-make Ford Ka series in '99 and 2000 led to two years of Ford backing in first a 1400cc Puma kit car and then a Super 1600 Puma for the British championship. After a run of non-finishes over the second half of that season, it was time to focus on business and family.

Henderson effectively walked away from the sport for more than 15 years and concentrated on developing the ever-growing family business and spending time with his four children.

In around 2018, the spark of a comeback was initiated. He recalls: "I was watching TV and saw some Caterham racing. I thought: 'I could do that'." And so, in 2019, he came back to racing with Team Parker Racing. He was immediately quick and winning races but the rallying bug was still biting.

For 2020, he parked the Caterham and acquired a modern specification Ford Escort Mk2 with a clicky box and a 2.5-litre Millington engine. "I bought the Escort and then Covid hit, so that limited the rallies I could do," he says and, after just two rallies at his local Croft circuit around Christmas, the Escort spent the rest of 2020 parked up. "In 2020, you could still do well in an Escort but the

whole market moved on in terms of competition," says Henderson.

However, the Escort served him well over the first half of 2021 in rallies at Snetterton, Oulton Park and Anglesey. He drove it with total commitment and his pace on the Neil Howard Rally at Oulton Park – a round of the BRC at the time – was nothing short of sensational.

In the toughest entry ever seen on a circuit-based rally, Henderson was the only two wheel-drive car in the top 25 and finished 16th overall surrounded by R5 and Rally2 cars. On the day's final stage, which left out the loose and more nadgery sections, Henderson and co-driver Chris Williams set the joint fastest time ahead of all the BRC chargers.

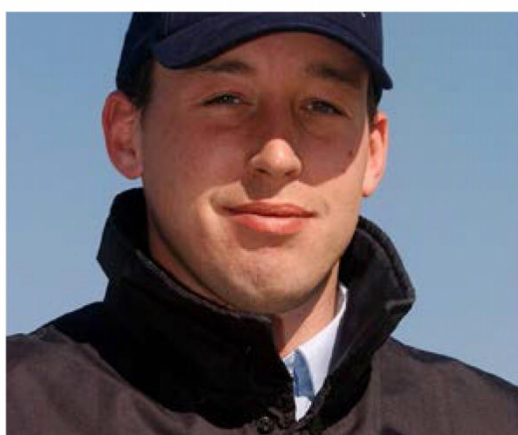
However, as Henderson had come to realise, the Escort was no longer a winning proposition at this level and was going to struggle to get into the top 10, even in the most capable hands. It was time for a rethink and a Fiesta R5 was the logical next step.

By August last year, R5 chassis 272 was in the stable having previously been rallied in Barbados by David Coelho. When Henderson got the R5, he did a back-to-back test with the Ford Escort at Teesside and the R5 was 3.5 seconds-per-mile faster. Based on his Escort pace, he knew that the car change should make him very competitive.

The balance of 2021 consisted of four events, two on asphalt and two on gravel, but things didn't go particularly smoothly. "First time around, I was stronger on gravel than asphalt," says Henderson. "I was doing gravel in 2001 when I stopped rallying."

"When we got the R5 there were a few small faults to resolve and I was a bit rusty on gravel," adds the driver. "The potential was there from the first event, the Pendragon Stages and on the Three Shires closed-road event in September we set a fastest stage time."

Neither event brought a finish, with clutch failure ending an encouraging run



The fresh-faced hopeful in 2002

"Now I will just do the events that I want to do"

David Henderson

and then he won again on the closed roads of the East Ridings Stages.

The plan for the rest of 2022 is fairly fluid and David has ruled out a specific championship assault. "I've done championships before but don't want to do that now and will do the events I want to do. I will also do some Scottish gravel events this year," he says.

Whichever events he does chose to do, on whichever surface, David Henderson is going to be a serious contender. Two decades have passed since he was on the cusp of a professional career, but the underlying talent and commitment is as strong as it ever was. ■

COLUMNIST

MATT JAMES



MN's editor is pleased that his sleep pattern is no longer interrupted due to F1

Photos: Motorsport Images

There always used to be a certain jeopardy with the Australian Grand Prix, particularly when it was the last race of the season – a position it occupied from 1985 until 1995 – and there was just as much peril when it was the curtain-raiser from 1996 until 2019. The only blips were 2006 and 2010, when the F1 circus kicked off in Bahrain, and the Covid-hit campaigns of recent years.

The personal dilemma for me was my strategy approach. If the coverage started at around 0430hrs, which it generally did, there was the temptation to enjoy the usual Saturday night out in town, get home and sit and wait it out until the race started. Heavy eyelids at about 0300hrs were never good news and many is the time I have woken up on the sofa as the closing credits of the broadcast rolled.

Alternatively, I would cut short the libations and head home early with the alarm set for a ridiculous hour. Many is the time when my eyes have finally opened way, way beyond the time when the chequered flag had fallen. Trying to avoid all news broadcasts for the rest of the day for fear of hearing the result before the highlights was broadcast was generally a fruitless task.

But the addition of floodlight races to start and end the F1 season has made that jeopardy disappear and most of the races run at a time that is far more palatable for a European audience which still is, as ever, the heartland of F1's viewership.

One wag once suggested that the way to make the season-opener and the final race of the year more suitable for a European fan would be to actually run them in Europe. A fine point, but one that has slid off the agenda with the craze for racing at night-time in the cash-rich Middle East. And if there is one thing that F1 likes to chase – as well as the stopwatch – it is the organisers with deep, deep pockets. Hence, opening the season in Bahrain looks like it is here to stay.

Grand prix races under floodlights are a relatively new phenomenon. The concept was first tried in 2008 at Singapore – the scene of the controversial crash-gate episode with



Bahrain shows off F1 in the dark

Renault's Nelson Piquet, which enabled team-mate Fernando Alonso to win.

One year later, the Abu Dhabi Grand Prix was held at dusk and it was 2014 when the bosses of the Bahrain – traditionally an unloved race – decided to commemorate the 10th race at the venue with an event under floodlights that the concept truly took hold.

Now, the habit is spreading with the returning Singapore race, Abu Dhabi, Bahrain and Saudi Arabia all taking place under the cover of darkness. It is a prevailing habit in F1 and one that always creates a spectacular show.

Previously, Le Mans was the place to go for European fans if you wanted to see a racing car pushing the boundaries in the darkness (or the Willhire 24 Hours at Snetterton for the truly dedicated or those who were crazy about Group N). Even the British Touring Car Championship got involved, but the difficulty in staging a meaningful television broadcast when half of the track was in darkness – plus the huge cost in hiring the floodlights

themselves – meant that idea was gracefully retired. But these days the sight of grand prix machines battling under the stars has become commonplace on our TV screens.

The intensity of the floodlight means that there are no real struggles for vision like on the classic road course and the illumination can actually be better than if the event were being run on a cloudy day. But the sparks that fly from underneath the cars and the eerie way the tracks appear makes night racing something to behold.

There will still be the 0600hrs alarm call for the returning Australian GP at Melbourne, the third round of the F1 contest in the middle of April, but the grand prix landscape has shifted over the last decade and a half and the night races – or even dusk races – are here to stay. Given the show they provide, that is no bad thing.

And, of course, it means that the fans – myself included – can go about their regular weekend business and still maintain a healthy sleep pattern.



Abu Dhabi event runs from light into darkness



Singapore in '08 created headlines – not all good

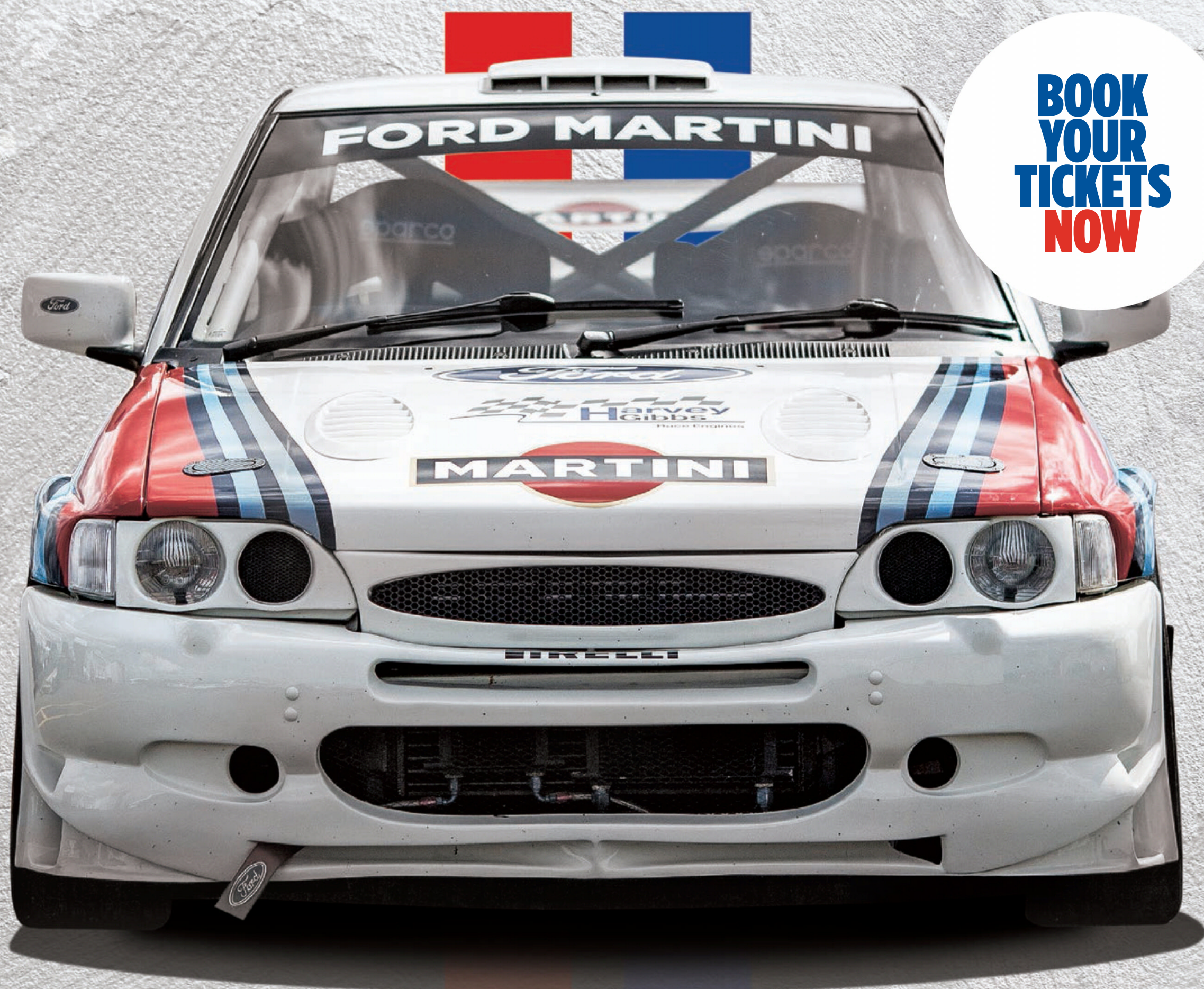


It was a struggle to stay up for the Australian GP

“Racing in darkness always creates a spectacular Formula 1 show”



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RACING REPORTS

Photos: Gary Hawkins

BRANDS HATCH: ECR/MSVR BY MARCUS PYE

MARCH 19



Alex Causer had a debut to remember



Tom Smith wrestled the Equipe GTS lead

ROOKIE CAUSER BAGS A LOTUS DOUBLE

It’s a big step from a front-wheel-drive Ford Fiesta XR2 in the ST-XR Challenge to a skinny-tyred 1957 Lotus Eleven Le Mans sportscar. Nonetheless, Historic debutant Alex Causer exceeded his wildest expectations by winning two races at Brands Hatch as he learned Sandy Watson’s car and the Indy circuit at Equipe Classic Racing’s season opener on Saturday.

The reigning XR rookie champion, a short oval racer in his teens, has spannered diverse machinery in Historic F1 cars for 20 years, but O’C Racing’s stalwart proved equally adept at twirling the wheel. Following Friday’s call up he put the 1500cc streamliner on pole for the Equipe Libre race and didn’t look back over 40 minutes, to Watson and team manager Joe O’Connell’s delight.

Having weathered a lengthy full-course yellow, which wiped



James Wheeler was the pacesetter in both of the MG BCV8 Championship races

out his lead, Causer beat the Jaguar E-types of Nick Maton/ Jack Tetley (roadster) and Rick Willmott (low-drag coupe) to the chequered flag. Rob Cull’s TVR was fourth from the back of the grid, following a dramatic half-

shaft failure at Paddock which ravaged the car’s tail during the preliminaries.

Causer passed the polesitting AC Cobra of 1970s Clubmans racer Nigel Winchester into Surtees to double-up in the Pre-

’63/’50s event. Joe Willmott (Austin-Healey 3000) and Roberto Giordanelli (E-type roadster) were next home, chased by Formula Junior ace Sam Wilson, pedalling Sir John Chisholm’s ex-Lord Angus

Clydesdale 1220cc Lola-Climax Mk1 hard.

Tom Smith kicked off the MGB’s 60th anniversary year with a brilliant Equipe GTS win in MG Motorsport’s ‘works’ car. Smith inflicted defeat upon Lee Atkins by teetering imperiously round the Formula 4 champion and Radical racer’s TVR Grantura at Surtees, watched closely by Cull. Earlier, Simon Ashworth scored for the Blackpool marque, winning the GTS ‘B’ race from an MGB sextet after a three-year sabbatical.

Now in its 46th season, the MG Car Club’s renowned BCV8 championship opened with a double-header in which the progress of the rampant Class D fully modified Rover-powered BGTs was spectacular. James Wheeler won both legs, but had to work extremely hard to get the better of pole time setter Neil Fowler and veteran Ian Prior in successive encounters. Both rivals retired with engine dramas alas.

Class C contender Jonnie

RACE WINNERS	
Equipe Libre	Alex Causer (Lotus Eleven Le Mans)
Equipe Pre-1963 and 1950s	Alex Causer (Lotus Eleven Le Mans)
Equipe GTS A	Tom Smith (MGB)
Equipe GTS B	Simon Ashworth (TVR Grantura Mk3)
MG BCV8 Races 1 & 2:	James Wheeler (MGB GT V8)

Wheeler, James’ dad, had an equally tough time among the less-developed V8s, winning a wonderful scrap with Ben Tovey first time out. Wheeler wasn’t permitted to start the second stanza after his bonnet came adrift on its green flag formation lap. With Fowler and Simon Cripps (whose car refused to start) also gone, Tovey claimed second overall, with class rival Jim Bryan in his mirrors.

BRANDS HATCH: MGCC BY GRAHAM KEILLOH

MARCH 20

Photo: Gary Hawkins

KIRKPATRICK TAKES TWO MORE MG WINS

Reigning MG Trophy champion Sam Kirkpatrick got two more wins in MG Car Club’s curtain raiser. First he beat a strong challenge from early leader Adam Jackson’s fellow MG ZR 190.

“I got a terrible start with loads of wheelspin and Adam got ahead,” Kirkpatrick explained to Motorsport News. “I was trying to catch him but he’s loads quicker than me round the final corner.

“I got onto the back of him and passed him round the outside [at Druids] because there was a backmarker on the inside so I knew if I went round his outside he’d have to let me through.”

Their battle ended early when Jackson later had a trip through Paddock’s gravel.

Race two was much more straightforward for

Kirkpatrick as his frontrunning rivals Jackson, Patrick Booth and Graham Ross started from the pits following a melee at the first attempted get-go.

The MG Cup races also featured frantic battles for first, in this case between 2019 champion Richard Buckley and the invitational entry of Cockshoot Cup regular Karl Green at Brands Hatch for the first time.

Buckley held off Green to win race one, then in race two Green got ahead with an aggressive move that put him and Buckley down to third and fifth respectively. They recovered to finish a close first and second.

The opening Metro Cup race ended in bizarre circumstances as, under a late-race safety car, reigning champion Mark Eales lost first place as he was

wrongly directed into the pits. Returning 2017 champion Mike Williams was first home, but the result was amended to give Eales victory. Williams won race two.

Richard Bridge won the opening Midget & Sprite Challenge race, beating returning multiple champion Paul Sibley. Set-up changes got the also-returning Stephen Watkins onto the pace for race two and he beat Sibley after a place-swapping fight. Bridge dropped back in third after his throttle cable jammed.

Andrew Long dominated both Triple M Challenge races, while Grant Williams in his distinctive ex-Jack Sears Jaguar won the guest Ecurie Classic Racing event despite losing places mid-race when he pitted a lap later than rivals under a safety car.

RACE WINNERS	
MG Trophy	Races 1 & 2: Sam Kirkpatrick (MG ZR 190)
MG Cup	Race 1: Richard Buckley (Rover 220 Tomcat Turbo); Race 2: Karl Green (MG ZS 180)
MG Metro Cup	Race 1: Mark Eales (Rover Metro GTi); Race 2: Mike Williams (Rover Metro)
MG Midget & Sprite Challenge	Race 1: Richard Bridge (Austin Healey Sprite Mk2); Race 2: Stephen Watkins (MG Midget)
Triple M Challenge	Races 1 & 2: Andrew Long (MG N Type)
Ecurie Classic Racing	Grant Williams (Jaguar)



Kirkpatrick was the form man in his MG at Brands Hatch

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The Brit has concerns over chassis performance ahead of this Sunday's season-opener

LEWIS: MERC WILL BE ON THE BACK FOOT IN BAHRAIN



By Matt James
Seven-time F1 World champion Lewis Hamilton has played down his chances of fighting for a win when the new season gets underway in Bahrain this weekend.
Hamilton languished in 16th place on the timesheets after three days of testing at the Middle East track ahead of Sunday's race, although his team-mate George Russell posted the fifth-fastest time. World champion Max Verstappen topped the timesheets for Red Bull.
Both Mercedes suffered with more perplexing problems in Bahrain despite developments to the machine following the opening test runs in Spain.
Hamilton said: "At the moment, I don't think we'll be competing for wins. But there is a potential within our car to get us there. We have just got to be able to extract it and fix some of the problems, which is what we're working on."
"I think we have far bigger challenges this [year] and they are not one-week turnarounds. I think they will take a little bit longer. But from what I'm told we have a considerable amount of pace to find."
Full testing times, p4



Lewis: fearful

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RACING REPORTS

Photos: Steve Jones

SILVERSTONE: BRSCC BY STEVE HINDLE

MARCH 19-20

LAST-GASP DEAL PAYS OFF FOR DEMPSEY



Jordan Dempsey won twice in Spectrum



Hills took a Mazda MX-5 lock-out

Jordan Dempsey was straight back on top form in the National Formula Ford Championship after a late call from Kevin Mills created the opportunity for the Walter Hayes Trophy winner to secure a full-season drive in the Spectrum.

Dempsey started strongly from pole, while behind, battles raged as Rory Smith, Tom Mills, Colin Queen and Lucas Romanek traded places for the right to hunt the leader. Safety car periods meant that Dempsey was never free from danger, but he managed the restarts well and finished untroubled.

There were podiums for Romanek and Mills in Race 1, and Smith and Queen in Race 2.

If duels in Formula Ford rely mostly on set-up and slipstreaming, the Modified Ford Series produced straight fights between horsepower and agility.

Dave Matthias launched his

Escort Cosworth straight into the lead of Race 1 from way back on the third row but as the end of the first lap beckoned, contact with polesitter Jack Gadd left him beached.

Behind, Ashley Shelswell put his Sierra to good use, scything his way from the back towards the top five.

But it was James Allen who looked most likely, using the power and traction of his Focus RS to bring him within striking distance of Malcolm Harding, leading in the Escort. Pressure applied, Harding ran wide through the chicane, opening the gap for Allen to make the pass and race to the flag, only to later be disqualified for a yellow flag infringement. This gifted Harding the spoils.

The second race was more straightforward. Harding led from pole, always a tenth or two quicker than Shelswell, but also never letting paceman Gadd's charge from the back get any closer than fourth place.



Deott and Randaccio secured the Fun Cup laurels

Reigning Fun Cup champions, UVio/Hofmann's Lotus driven by Farquini Deott and Fabio Randaccio, finished as they meant to start following a lowly qualifying effort. Poleman Nigel Greensall made the most of his pace to lead the way in the CCS Media car, joined by the #263 Greensall car of Sam Smeeth. For much of the first stint, these two were never much more than a length apart but as the drivers changed, so

did positions; the Greensall cars slipping down the order while others used consistency and pit strategies to make progress.

Disaster, in the form a failed gearbox, struck MJ Tec with just over 15 minutes remaining, leaving GCI safe in P2 and Team Olympian to hold-off PLR in the race for third.

Some 115 Mazda MX-5s filled three grids for eight bruising races. There's not enough room on this page to

RACE WINNERS		
National Formula Ford Championship Races 1 & 2: Jordan Dempsey (Spectrum 011)	BRSCC Mazda MX-5 Championship Race 1: Fraser Fenwick (Mazda MX-5 Mk1); Race 2: Callum Greatrex (Mazda MX-5 Mk1); Race 3: Jason Greatrex (Mazda MX-5 Mk1)	CMMC Super Saloon Series & Southern Tin Tops Series Races 1 & 2: Charles Hyde-Andrews-Bird (BMW M3 E92 GT4)
Fun Cup Endurance Championship UVio/Hofmann's Lotus (Farquini Deott/Fabio Randaccio)	BRSCC Mazda MX-5 Clubman Championship Races 1 & 2: Ali Bray (Mazda MX-5 Mk1)	CMMC Intermarque Silhouettes Race 1: Daniel Smith (Mercedes SLK); Race 2: Steve Burrows (Vauxhall Tigra)
BRSCC Mazda MX-5 SuperCup Races 1, 2 & 3: Aidan Hills (Mazda MX-5 Mk3)	Modified Ford Series Races 1 & 2: Malcolm Harding (Ford Escort Mk2)	

even attempt to describe the action but a highlight was Race 2 of the MX-5 Championship where the lead pack of seven would cross the line for lap after lap with less than a second between them. Callum Greatrex won this encounter, his first in the championship, while his father Jason finished P1 in the Masters' class.

Alex Sidwell's Holden Commodore endured a time-sapping encounter against Rod

Birley's Escort in race one of the Super Saloons, leaving polesitter Charles Hyde-Andrews-Bird with a clear run home. In Race 2, Sidwell charged straight into the lead but the Holden couldn't match the BMW through the corners and ran wide under pressure to make it two out of two for the GT4 M3.

Daniel Smith and Steve Burrows took a win apiece from a depleted Intermarque grid.

NATIONAL HOT RODS: HEDNESFORD HILLS BY GRAHAM BROWN

MARCH 20

Photos: mkpics.net



Billy Wood was imperious as he extended points lead



Young star Cooke dropped to fourth with a penalty

WOOD KEEPS UP THE NHR MOMENTUM

Billy Wood's day at Hednesford went much like his last outing at Ipswich with merely so-so heat results putting him just far enough forward on the final grid to make his presently peerless pace count.

Unlike at Ipswich however, he was never seriously put to the test here, taking the lead long before half distance and then winning as he liked.

A lively opening heat kicked off with Lewis Shelley leading Peter Elliott and Karl Baker while the rest squabbled about who would challenge them. Andy Lane got the best of that and swiftly worked his way through to second. Lane closed the gap to the leader but Shelley was able to keep him at arm's length for a long time. It was just beginning to look like a Shelley win when several spun cars caused some bunching of the backmarkers just as the

leaders reached them. Lane seized his chance, slashing his deficit to zero, and then diving under Shelley into the West Bend six laps from home.

A restart after Barry Limer spun into the wall at the first attempt had Shelley straight into the lead again in heat two. A three-way dice for second was eventually resolved in favour of Lance Bowen with Sam Gray running third for a time. But the real threat to the leader was coming from further back where Shane Bland was slicing through the traffic at will. He was fourth by mid-distance and, although Bowen was finally closing on the leader with five laps to go, Bland was rushing up on both of them by then.

Bland made a big sweep round the outside with three to go to snatch the lead while Bowen forced a three-wide moment with a backmarker at

the other end. That got him past Shelley and home in second but also in trouble with the steward who handed down a two-place penalty for contact and overtaking off the track.

Polesitter Lane was first to break in the final, hurtling into Turn 1 millimetres ahead of Hayden Ballard, Rob McDonald and Shelley, but it all kicked off along the back straight with Bland, Aaron Dew and McDonald coming together in a big way to bring out the yellows.

The crash also eliminated Carl Waller-Barrett with damage to the famous DRS-tweaked rear wing.

It was Lane from Shelley and Wood for the resumption, Wood immediately cutting under Shelley to go second. It took another couple of tours for Wood to zap Lane under braking into the West Bend and that was pretty much that, the

leader romping away to win by around half a lap.

A close places fight near the end resulted in Perry Cooke crossing the line second only to collect a contact penalty, handing the position to Chris Haird instead.

Results
Organiser: Incarace **When:** March 20
Where: Hednesford Hills Raceway
Starters: 30
Heat one: 1 Andy Lane (Ginetta G40R); 2 Lewis Shelley (Vauxhall Tigra); 3 Shaun Taylor (Ford Fiesta); 4 Hayden Ballard (Vauxhall Tigra); 5 Rob McDonald (Vauxhall Tigra); 6 Carl Waller-Barrett (Vauxhall Tigra); 7 Mikey Godfrey (Mazda RX-8); 8 Perry Cooke (Vauxhall Tigra).
Heat two: 1 Shane Bland (Ford Fiesta); 2 Sam Gray (Peugeot 206cc); 3 Lane; 4 Lance Bowen (Vauxhall Tigra); 5 Ballard; 6 Aaron Dew (Ginetta G40R); 7 Billy Wood (Vauxhall Tigra); 8 Dick Hillard (Vauxhall Tigra). **Final:** 1 Wood; 2 Chris Haird (Vauxhall Tigra); 3 Lane; 4 Cooke; 5 Jack Blood (Vauxhall Tigra); 6 Gavin Murray (Vauxhall Tigra); 7 Shelley; 8 Gray; 9 Bowen; 10 Godfrey. **Points:** 1 Wood 321; 2 Waller-Barrett 290; 3 Cooke 265; 4 Haird 259; 5 Gordon Alexander 250; 6 Dew 240.

RALLY REPORTS

NORTH WEST STAGES: BY PHIL JAMES

MARCH 19

INGRAM SHOWS HIS CLASS WITH WIN

Photos: Phil James



Ingram and Drew were in charge

Chris Ingram and Craig Drew headed the North West Stages throughout bringing their Skoda Fabia Rally2 to victory with a 52-second winning margin ahead of the Ford Fiesta Rally2 of Paul MacKinnon and Paul Beaton.

Ingram was quickest through the opening Beacon Fell test ahead of MacKinnon, who was making a cautious start in the hired Ford Fiesta R5 in which Stephen Petch won the previous weekend's Malcolm Wilson Rally.

Neil Simpson and Michael Gibson's Skoda Fabia Rally2 was three seconds behind but a second up on Jason Pritchard and Phil Clark's VW Polo GTi R5 and

the Ford Fiesta R5 of David Wright and Paula Swinscoe who were tied for fourth. A spin cost Frank Bird and Jack Morton around 15s after the car ended up broadside across a narrow road.

As Ingram extended his lead through Long Knots the stage was stopped after the Skoda Fabia Proto of Paul Wedgbury/Neil Dashfield hit a tree. Crews were then directed to Hawthornthwaite where Ingram extended his lead over MacKinnon to 23s while Simpson recovered third place from Pritchard as Wright retained fifth.

A series of accidents in the following Nicky Nook stage reshaped the leaderboard as

both Pritchard and Wright retired. The Ford Fiesta R5 of Mark Kelly/Neil Colman was now fourth and the Ford Fiesta WRC of Steve Wood/Dale Bowen was fifth. A third incident involving the Ford Escort Mk2 of Chris Ford/Matty Daniels put a total stop to proceedings with competitors being re-routed to the first Myerscough service halt.

Leg two started with Lewth where Simpson, Kelly and MacKinnon all got within a second of Ingram's fastest stage time. Ingram was fastest over Beacon Fell 2, moving 42s clear of MacKinnon, but when his car came to rest in a hedge having spun following a jump

on Long Knots 2 his lead was cut by 16s. The leading pair then swapped times through Hawthornthwaite and Nicky Nook reaching second service separated by 28s.

Lewth 2 was cancelled to avoid a possible issue with road closure times so third visits to Beacon Fell, Long Knots, Hawthornthwaite and Nicky Nook would now complete the rally.

More top 10 order changes came with gearbox issues ruling out the Ford Fiesta R5 of David Henderson/Chris Lees, Tom Preston/Carl Williamson's Ford Fiesta Rally2 crashing out on Beacon Fell and the Escort Mk2 of Darren Atkinson/Phil Sandham going off in



Kyle Adam was the top two-wheel-driver in his Escort

Hawthornthwaite.

With a clean sweep of leg three fastest times Ingram was uncatchable as MacKinnon, Kelly, Simpson and Bird completed the top five. Simon Bowen and Richard Robinson succeeded in their aim to bring their Ford Fiesta S2000T home unscathed and finished sixth, Wood came home seventh while a trouble-free run got Joe Cunningham/Josh Beer eighth in their Ford Fiesta R5.

John Stone/Tom Woodburn were forced to complete the final leg with their VW Polo GTi R5 suffering a launch control problem while Jonathan Mounsey/Richard Wardle completed the top 10 in their Fiesta Rally2.

Results
North West Stages Rally
Organisers: Motorsport (North West) Ltd.
When: March 19 **Where:** Garstang
Championships: ANCC; NETRC; ANWCC; SD34. **Stages:** 13. **Starters:** 125.
1 Chris Ingram/Craig Drew (Skoda Fabia Rally2) 51m27s; 2 Paul MacKinnon/Paul Beaton (Ford Fiesta Rally2) +52s; 3 Mark Kelly/Neil Colman (Ford Fiesta R5); 4 Neil Simpson/Michael Gibson (Skoda Fabia Rally2); 5 Frank Bird/Jack Morton (Ford Fiesta R5); 6 Simon Bowen/Richard Robinson (Ford Fiesta S2000T); 7 Steve Wood/Dale Bowen (Ford Fiesta WRC); 8 Joe Cunningham/Josh Beer (Ford Fiesta R5); 9 John Stone/Tom Woodburn (VW Polo GTi R5); 10 Jonathan Mounsey/Richard Wardle (Ford Fiesta Rally2). **Class winners:** A: Mark and Andrew Constantine (Vauxhall Corsa); B: Bradley Howlett/Nick Vandevenne (Peugeot 208 R2); C: Neil Wearden/Mark Fisher (Hyundai i20 F2); D: Kyle Adam/Stephen Brown (Ford Escort Mk2); E: Wayne Sisson/Peredur Davies (Mitsubishi Lancer E10); H: Mike Simpson/Dale Gibbons (Escort Mk1); W: Simpson/Gibson.

AGBO STAGES: BY PETER SCHERER

MARCH 20

Photos: Paul Lawrence

JAMES WINS AGAIN AFTER 13 YEARS

It was 13 years since Huw James was a winner at Weston Park but, with Ian Jones on the notes, their Escort had an eight-second lead over nine-time winner Oliver Davies/Ben Innes on the opening stage.

It was desperately close behind however with Gary Thomas/Ben Ruff and Ryan Fagan/Jordan Joines tied for third.

While James added another 10s to his lead on stage two, Davies was struggling to get traction off the start and ended the stage joint second with Thomas.

Fagan had a spin and stalled in the courtyard, which moved Aled Wyn Morgans/Mark Rodway's Ford Escort into fourth, from Steve North/John Pickavance's Escort and Andy Corner/Ade Camp's Peugeot 205, but only four seconds covered fourth to eighth.

Over the next two stages James' lead had climbed to a massive 28s, while the pursuing duo of Davies and Thomas managed to consolidate their positions too.

On stage three Thomas went ahead in the fight for second by

one second after Davies stalled but, with a slight grassy excursion from Thomas on the next run, roles were reversed but still with a one-second gap.

Morgans spun on stage four, which allowed Fagan and North to move up and left him tied for sixth with Corner.

With James continuing to set the pace, he finally eased up after a slight off on stage seven when he reversed into fence, but was still 25s clear at the finish to record a dominant victory.

Davies just managed to keep Thomas at bay for second with two seconds to spare, while in fourth North had been able to consolidate too during the second half.

Morgans retained fifth ahead of a three-way battle for Class C, in which Gareth Bevan/Dafydd Evans managed to get ahead of Corner from stage seven to seal the class win and sixth overall.

Having been plagued all day with brake problems, Corner's Peugeot was the only non-Ford Escort in the top 10 with Tom Llewellyn/Jack Bowen and Steve Harkness/Dan Petrie completing the frontrunners.

Despite a spin, cut out, misfire and brake issues on the opening stage, Tom Bishop/Isobel Mansell's Vauxhall Nova led Class A all day, taking victory by over three minutes from Adam Philpotts/Graham McDougall's Micra.

In Class B Martin Lasper/Rhys Edward's Vauxhall Nova led until stage four, when Mat Wheeler/Adam Lawman's Citroen C2 went a second clear, but power steering problems for Wheeler handed the lead back to Lasper and a two-second victory.

Results
Organiser: Owen MC **When:** March 20
Where: Weston Park, Shropshire
Championships: AWMMC Heart of England **Stages:** 10 **Starters:** 75.
1 Huw James/Ian Jones (Ford Escort Mk2) 21m56s; 2 Oliver Davies/Ben Innes (Ford Escort Mk2) +25s; 3 Gary Thomas/Ben Ruff (Ford Escort Mk2); 4 Steve North/John Pickavance (Ford Escort Mk2); 5 Aled Wyn Morgans/Mark Rodway (Ford Escort Mk2); 6 Gareth Bevan/Dafydd Evans (Ford Escort Mk2); 7 Andy Corner/Ade Camp (Peugeot 205 Gti); 8 Tom Llewellyn/Jack Bowen (Ford Escort Mk2); 9 Steve Harkness/Dan Petrie (Ford Escort Mk2); 10 Ryan Fagan/Jordan Joines (Ford Escort Mk2). **Class winners:** Tom Bishop/Isobel Mansell (Vauxhall Nova); Martin Lasper/Rhys Edwards (Vauxhall Nova); Bevan/Evans; James/Jones.



Oliver Davies came out on top of an epic fight for second



Gary Thomas survived a grassy moment for third spot



James built an early advantage and held on for the win

FEATURE

MOTORSPORT NEWS POLL: FAVOURITE WORLD RALLY CHAMPIONSHIP MACHINE

We launch a search for the nation’s most beloved stage performers. By Matt James

Photos: Motorsport Images, mcklein-imagedatabase.com

It can be a mission to go and see a rally car in full flight, but the rewards are always worthwhile. Those who have followed Rally GB in all of its guises know what delights await in the forests.

There is something stark about seeing a burst of noise, speed and energy among the greenery. And a well-driven rally car can do nothing but stun the onlookers. We are on a mission to find out which rally cars have left the biggest impression on fans. We have picked out a shortlist of our 10 favourites, which was hard enough in itself and now we will hand the decision over to you. Simply visit the Motorsport News section on the fastcar.co.uk website to make your opinion count and check back with MN on March 31 to see the results.

HOW TO VOTE

- Visit fastcar.co.uk
- Click on 'Motorsport News'
- Find your favourite and vote

THE CONTENDERS

1 Audi Sport quattro/S1

Audi changed the face of rallying by pursuing four-wheel drive. The Group 4 quattro's debut on the 1980 Janner Rally in Austria might not have pointed to it, but the German firm had struck gold. The fearsome Group B era of the World Rally Championship followed, with the Ingolstadt firm introducing the A1 and A2 variants, then the short-wheelbase quattro in 1984. The last version, the S1, came at the end of 1985.



2 Ford Escort Mk2

There is nothing quite like standing in a forest with a Ford Escort Mk2 heading through the gloom with its BDG soundtrack. It is the stuff of rallying legend, and it is the rally car that refuses to die out. When the Mk2 arrived on the scene, it proved a huge hit with its grin-a-minute handling. The Pinto engine was used while the BDE was also employed but it was the 250bhp two-litre BDG that set the pulses racing.



3 Lancia Delta S4

It had twin camshafts. It was supercharged. It was also turbocharged. It was four-wheel drive. It weighed less than 900kgs. The Lancia Delta S4 was a rocket ship. The successor to the 037 was the Italians' attempt to steal the World Rally Championship at the height of the Group B era. The specially designed, F1-inspired engine was created by Abarth for the spaceframed car, which was reported to push out 550bhp.

4 Peugeot 205 T16

The initial work on the Peugeot 205 T16 began at sister firm Talbot's UK base but once the French firm had employed former co-driver Jean Todt to head up the new Peugeot Talbot Sport division, the project was moved to France for its development in the early 1980s. Money was no object for the programme and it went on to become the most successful of all the Group B machines. The 205, in all its evolution versions, won 16 World Rally Championship rounds between 1984 and 1986.



5 Lancia 037

Lancia was keen to embrace the forthcoming Group B era and employed Abarth, Pininfarina and Dallara to help it create one of the best-looking rally machines seen up to that point. However, Lancia hadn't seen the four-wheel-drive writing on the wall and the two-litre car was rear-motivated only. It also suffered from the typical Italian malaise of not being bolted together solidly when it first appeared on the stages in 1982.



6 Lancia Stratos

A Bertone-designed body and a Ferrari V6 made the Lancia Stratos a mouth-watering prospect when it was launched in 1971. The Stratos was already a hit on the tracks when it was homologated for World Rally competition for the 1974 season. The 2.4-litre pocket rocket took a hat-trick of World Championship for Manufacturers' titles between 1974 and 1976, when its leading exponent Sandro Munari had no drivers' title to battle for.

7 MG Metro 6R4

The rage in Group B was all about hatchbacks, and the Austin Rover Group converted what was a truly mundane road car into its competition weapon and it employed the skills of the Williams Grand Prix Engineering team to help it. The three-litre V6 bark of the Metro pushed out north of 400bhp. The programme was announced in 1985 and enough models were built in time to be homologated for the RAC Rally during that season. When Group B was outlawed, the momentum went out of the project.



8 Opel Manta 400

Much like the Lancia 037, the Group B version of the Opel Manta was staring down the barrel of the incoming four-wheel-drive revolution with its rear-motivation. However, it put up some valiant performances and a well-driven Manta – famous in the UK for the exploits of Russell Brookes – is a sight to behold. While its World Rally Championship glories were slim pickings, the Manta was a favourite on national events. It claimed two British Open Rally Championship titles with Jimmy McRae in 1984 and Brookes in 1985.



9 Subaru Impreza WRC97

The new World Rally Car class was introduced in 1997 and Subaru was at the leading edge of the curve with its Prodrive machines. The new WRC97 version was Colin McRae's weapon as he aimed to add a second World title to his 1995 success, and he came oh-so close. The Flying Scotsman won five rallies to finish just a single point behind Tommi Makinen's Mitsubishi Lancer. The two-litre turbocharged WRC97 did, however, win the constructors' crown.

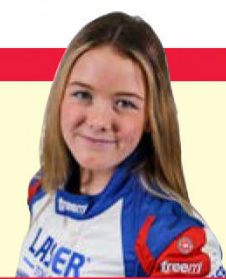


10 VW Polo R WRC

The news that VW was returning to the World Rally Championship for the first time in nearly 25 years caused a huge stir in 2013. It had been almost two years in the making before the German giant first rolled its Polo R onto the start ramp in Monte Carlo. First time out, the VW was beaten by Sebastien Loeb and Citroen in the south of France, but VW would go on to bestride the WRC landscape for the next three seasons and, when the German make pulled out at the end of 2016, it had won 43 of the 53 events it had entered.

COLUMNIST

CHLOE GRANT



Record-breaking Scottish 16-year-old is looking forward to her surprise single-seater chance in GB4

Photos: Jakob Ebrey



Grant couldn't refuse GB4 shot

At the beginning of this year, we didn't have any plans for racing because we didn't have the budget. But Graham Brunton, from Graham Brunton Racing, introduced us to Laser Tools Racing, who were already supporting Logan Hannah for GB4 this season.

Graham mentioned that this could be an all-girl team with me joining Logan, and after taking a look at me, my media, and having a chat, Laser Tools Racing were onboard. That's how my 2022 season got flipped upside down.

When I heard that the GB4 championship was coming about I kept an eye on it because I thought it sounded like a brilliant championship. Jonathan Palmer has created a championship that's possible for people who can't afford to compete in Formula 4. I'm really excited to start, and being on the British GT package will be incredible exposure and a fantastic experience.

Single-seaters has always been a dream of mine, especially if you asked 10-year-old me

I would have said my dream was racing in Formula 1. But when you step into the motorsport world you realise the realities and possibilities are more limited than you once thought.

However, there are other opportunities pointing down the route I want to go, like W Series. Now I am living my single-seater dream, and W Series is an achievable goal given consistent hard work and constant development.

Last year my sister, Lucy, raced Formula Ford with Graham Brunton so we were in the GBR garage with Lucy supporting her. I've definitely followed in Lucy's footsteps. She's always the one helping me and always by my side.

It's quite funny because our dad actually did a little bit of karting the year before Lucy was born, but he didn't tell us until years later. So when Lucy watched the Ayrton Senna movie and asked dad if she could race, he still had the phone number of someone he knew from his days on track. This was Hamish Clark, who ran Lucy for years and then me.

I was a young age when Lucy started racing and I went to all of her races, following her

about Scotland, and took a liking to it so when I was finally old enough to race I asked if I could and luckily I got told yes.

I won several karting titles, and became the youngest to gain a Motorsport UK Junior Racing Driver License in Scotland and to become a Scottish Motor Racing Club Rising Star.

Last year I won the Junior Saloon Car Championship Scholarship and raced in that. It was a brilliant experience, I met so many talented drivers and great people. I was in the industry of motorsport and I don't think I would be doing what I am this year if I didn't do that. It's given me experience that I really really needed.

I would say my car control and racecraft developed massively last year. I also learned a lot from reviewing footage and data after testing and racing, which my driver coach, Gordie Mutch, analysed with me.

In my first JSCC race, I qualified 22nd but in the last meeting at Brands Hatch I finished seventh, so I'm definitely happy with my progression.

For 2022 I've got a pre-season testing programme that includes Silverstone and Donington Park. I know for my first race I'll be so so nervous but I have the best team and support network around me, in GBR and my family. Podium finishes are what I'm hoping to achieve this year.

I feel like the GB4 car will be more similar to what I'm used to in karting: it's a bit lighter, you feel it in each corner you go through. I'm still progressing and this year I'll be learning more about the car and what I can do each lap by lap.

I want to develop as a driver and, ultimately, be the best I can be. I have a goal, and I know it will be hard work but worth absolutely everything we put in.



Sister Lucy (left) is a big help to Chloe's progress



Grant (l) is in all-female GB4 line-up with Hannah

"Ultimately I want to be the best I can be. Single-seaters has always been my dream"

WHAT'S ON

YOUTUBE REVIEW

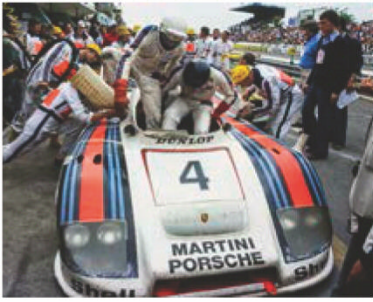
Jacky Ickx, our esteemed Motorsport News readers' Q&A guest this week, even with his rich and varied career is most associated with Le Mans, which he won six times. He has rated his showing in the 1977 race as his finest at Le Mans or anywhere else. And little wonder. His #3 Porsche's engine failed after three hours,

so he switched to the #4 car, which was recovering from its own problems and many laps down. Ickx therefore cut loose, shattered the lap record while driving the maximum permitted time and, after engine failures eliminated the pacesetter Alpine-Renault team, the car took up a mammoth lead.

But that wasn't the end of the drama as the Porsche crawled into the pits during the last hour with engine problems. But it returned with 10 minutes left to complete the obligatory two laps at the end and take victory. Porsche's YouTube channel has an evocative onboard view of the Porsche proceeding around the La Sarthe lap, pre-chicanes, at:

youtube.com/watch?v=Ba-QD3wnfF8, or you can search for: 'Qualifying Le Mans 1977 – on-board Porsche 936/77 Spyder'. While for more of a sense of how that Le Mans was won, there's 24 minutes of intimate team footage, albeit with German commentary, at: youtube.com/watch?v=xfRVQSuAkd4.

Graham Keilloh



Ickx took over Porsche

TV GUIDE



Saudi Arabia will host the second grand prix of the 2022 season

With barely a breath, Formula 1's round two is upon us this weekend, this time from Saudi Arabia's spectacular street track. Sky Sports F1's coverage starts tomorrow (Friday) morning with a live showing of the drivers' press conference at 1030hrs-1230hrs. Sky Sports F1's weekend-preview F1 Show is tomorrow at 1810hrs-1910hrs, and this is also on Sky Sports Main Event. Plus the channel's new Any Driven Monday show looks back on the Saudi

Arabia action on Monday at 2130hrs-2230hrs. Channel 4's qualifying highlights meanwhile are on Saturday at 2030hrs-2200hrs, and its race highlights are on Sunday at 2230hrs-0100hrs. Today (Thursday) you can catch last weekend's IndyCar race from Texas Motor Speedway on Sky Sports F1 at 1900hrs-2000hrs, and later catch the best of last Friday's Sebring World Endurance Championship opener on Eurosport 2 at 2300hrs-0000hrs.

Freesports tomorrow has half an hour of historic rally action from Italy with highlights of the Tour European Historic's recent season opener, on at 1830hrs-1900hrs. While Eurosport 1 has Rally Raid action from Saudi Arabia on Tuesday at 1700hrs-1800hrs. And on Tuesday you can watch all the action from this weekend's NASCAR Trucks race at the Circuit of the Americas, this is at 1130hrs-1430hrs on Premier Sports 2.

Graham Keilloh

LIVE TV

FORMULA 1 SAUDI ARABIA Practice 1:

Friday, 1330hrs-1530hrs, Sky Sports F1, Sky Sports Main Event Practice 2:

Friday, 1645hrs-1810hrs, Sky Sports F1, Sky Sports Main Event Practice 3:

Saturday, 1345hrs-1510hrs, Sky Sports F1 Qualifying:

Saturday, 1600hrs-1830hrs, Sky Sports F1 Race:

Sunday, 1630hrs-2130hrs (start time 1800hrs), Sky Sports F1; 1700hrs-2100hrs, Sky Sports Main Event

FORMULA 2 SAUDI ARABIA Qualifying:

Friday, 1530hrs-1615hrs, Sky Sports F1, Sky Sports Main Event Sprint race:

Saturday, 1225hrs-1325hrs, Sky Sports F1 Feature race:

Sunday, 1450hrs-1605hrs, Sky Sports F1

SUPERCARS TASMANIA Race 1:

Saturday, 0515hrs-0645hrs, BT Sport 3 Race 3:

Sunday, 0600hrs-0700hrs, BT Sport/ESPN

NASCAR CIRCUIT OF THE AMERICAS Race:

Sunday, 2100hrs-0100hrs, Premier Sports 2

WHAT'S ON

RALLYING SATURDAY

Rally North Wales Wolverhampton and South Staffs CC (spectators admitted) rallynorthwales.co.uk

SATURDAY-SUNDAY DCC Stages (Ingliston)

Dunfermline Car Club (no spectators) dunfermlinecarclub.co.uk

RACING SATURDAY

Kirkistown, N Ireland 500MRCI meeting: Road Sports, Ford Fiesta Zetec, FF1600, Saloon/GT, Mazda MX-5 Starts racing from 1300hrs (qualifying from 0900hrs) Admission adult £15 kirkistown.com

SATURDAY-SUNDAY Silverstone International, Northants

BARC meeting: Caterham Graduates, Miglia, Se7en, Junior Saloons, Kumho BMW, Super Tourers, Pre '66/Pre '83 Touring Cars, Pre '93/Pre 2003 Touring Cars/Jaguars, Blue Oval Saloons/Classic and Historic Thunder Starts Saturday, racing from 1420hrs (qualifying from 0900hrs) Sunday, racing from 0900hrs Admission £16 Web silverstone.co.uk Tickets online only

SPORTING SCENE SUNDAY

Blyton Park, Yorkshire BTRDA Rallycross Starts: 0900hrs. Admission: TBA Web: blytonpark.co.uk

Correct at time of going to press. Check with organisers

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Sam Tordoff testing a Lotus Elan, photograph by Rich Cranston



A Praga in full flight, by Clive Green



David Harbey was at the Dukeries



Brands testing fun, by Gary Hill



A Metro 6R4, by Graham Lomax

NEXT EDITION

OUT THURSDAY, MARCH 31

YOUNG DRIVER SPECIAL!



We look at the talents who will write the headlines in 2022

READERS' Q&A: ALASTAIR CALDWELL

McLaren's former team manager tackles your posers



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BMW 850



1991, 43950 miles, Auction. BMW / 850i Auto / Coupe / Red / Petrol / Auto / 4988cc / 43950 miles. 4 previous keepers, current since 2014. 7 service stamps up to 43,500 miles in May 2019. More photos on the Hobbs Parker website. To bid online please create an account on the Hobbs Parker website to be able to use the online bidding platform. Loads more high quality photos on the Hobbs Parker website. Please call 01233506266, South East. (T)

113036

LOTUS ELAN



1972, £39,995. S4 SE. in Sprint colours. Registered 17.05.1972. 5 previous owners. 150 bhp Vegantune Engine, Dellorto carbs, Electronic Ign, Galvanised uprated chassis, Nickel plated tube steel front suspension arms, Servo Brakes, Aeroquip brake hoses, 14" Leather covered steering wheel etc Recent work includes 4 brand new tyres, full polybush kit. Please call 01636 812700, East Midlands. (T)

112970

JIFOSI JEM



1969, £29,995. Our demonstrator built on 1969 MG Midget base as a re-incarnation of the Jacobs Midget race cars built by MG and raced by Dick Jacobs. Built on a fully restored shell with a 1380cc engine, wire wheels, bespoke one off red trim and finished in night fire red. Please call 01778 570540, East Midlands. (T)

113374

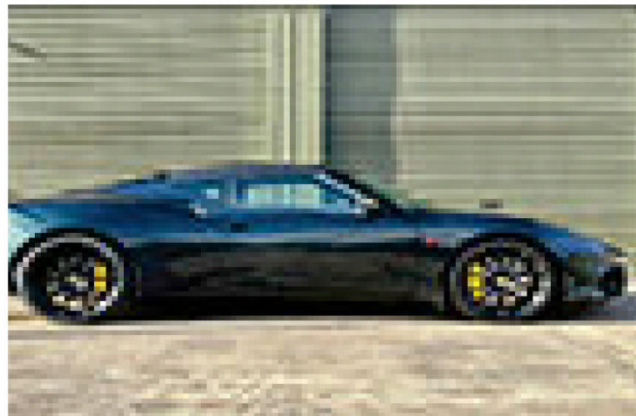
MG TD



1953, 999 miles, £14,500. 1953 MGTD Special. Fast road or competition T Type Special, rebuilt from the chassis up 15 years ago. A regular competitor in the MGCC Speed Championship. Past Southern Series winner with several class records. Lowered and lightened polished alloy bodied car with fully gas flowed and balanced 1500cc engine, close ratio gearbox, LSD, Avon CR6ZZ. Spares available. Please call 07531709151, East of England.

112884

LOTUS EVORA



2018, £66,950. Registered in March 2018 this Lotus Evora GT410 Sport is a very special car. Produced to celebrate the 70th anniversary of Lotus Cars' founder Colin Chapman's first ever vehicle manufactured. Quite fitting in that this particular GT410's 1st owner was Lotus Cars and a certain Mr. Clive Chapman used it for PR services. With only 20k miles and full Lotus service history, the car has been meticulously maintained whilst in the hands of Lotus Cars and of the most recent 2nd owner. This GT410 is finished in Empire Green paintwork that has been coated with PPF in key areas, with Carbon Fibre roof and boot lid, Black Alcantara interior door cards and dashboard complemented by the optioned interior colour pack in yellow. Highly optioned this car has Alcantara and Leather Sparco Seats (a £3.5k cost option), Alcantara steering wheel, air conditioning, cruise control. Please call 07577 575770, South East. (T)

113393

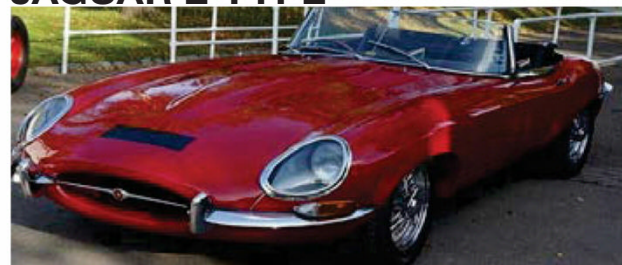
ROVER 2600



1984, £8,995. a-reg, lots of history, handbooks, mot. stunning. Please call 07895 675851, South West.

112698

JAGUAR E-TYPE



1962, 30000 miles, £149,995. Series 1 3.8 Roadster. Petrol, Manual, Red. An excellent example of the most sought after variant of the iconic E Type Jaguar. The ownership history from the mid 1980's is well documented and the penultimate keeper went to a lot of trouble to trace and retain this history. In our opinion a sound investment that is well worth a look. Please call 01798 874477, South East. (T)

113106

MG MGB



1963, £35,995. MGB FIA 1963 race/rally car. UK registered. In British racing green, works hardtop in white. Fitted Roll cage and competition harness. On competition wire wheels, 1840cc race engine, Weber, extractor manifold, close ratio overdrive gearbox, adjustable rear Armstrong dampers. Riguard seats, Motalita steering wheel. Currently LHD but can be easily converted if required. All fuel/brake/wiring routed inside car. Tank and sump shield and reinforced single box exhaust. Please call 01462 490049, West Midlands. (T)

113111

PORSCHE 3400



2012, 66000 miles, £66,000. Registered in 2012 this Porsche Boxster S 981 series is fitted with the desirable PDK 7 speed gearbox.

Powered by the 3.4 litre flat 6 cylinder 'Boxer' engine, it is one of the last models available with this 6 cylinder engine, producing 315 bhp. Finished in Platinum Silver metallic paintwork with a contrasting black leather interior, with under 66k miles this Boxster S presents in superb order throughout. Appointed with a high level of standard equipment this 981 Boxster will offer its lucky new owner a specification of electrically adjustable and heated seats for driver and passenger, Satellite navigation with PCM (Bluetooth audio streaming functionality), Bose sound upgrade, electrically folding mirrors and the rare option of the 'one touch' operation for the electrically folding soft top roof. In addition to the already striking interior is the optioned Porsche 911 Turbo S steering wheel with paddle shift. There are also the Boxster S 19" alloy wheels wrapped in the factory correct Goodyear Eagle 'NO' type tyres. This Boxster S 981 has been meticulously maintained having a full Porsche main dealer service history, the most recent being carried out in June 2021 by Porsche of Solihull. Clearly the four previous owners have all taken great care of this superb sports car. This Porsche Boxster S 981 offers the opportunity to own one of the desirable 6 cylinder engine Boxster cars before they became powered by the new 4 cylinder power plant. With its 7 speed PDK gearbox this Boxster S really is the perfect daily sports car, especially being that it is ULEZ compliant. Do call for more information or to arrange a viewing. Please call 07577 575770, South East. (T)

113397



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